

Victoria Daily Times.

VOL. 33.

VICTORIA, B. C., TUESDAY, MAY 7, 1901.

NO. 40.

Time Lost

Cannot Be Regained

Watch and Clock Repairing.

'TIS BEST
To have your watch in order.
THE COST
Of repairing and regulating is slight, and
THE BENEFIT
Is great if you have it done here.

ALL OUR WORK is guaranteed, and we promise to relieve you of your past annoyances.

Challoner & Mitchell,

Jewelers and Opticians.

When a Real Good Opportunity



Is within your reach you should grasp it. When we offer a special bargain in Groceries that is the time to buy. See our windows for special bargains.

DRIED APPLES, 3 lbs. 25c.
DELTA BUTTER, per lb. 30c.
COWICHAN BUTTER, per lb. 30c.
CALIFORNIA BUTTER, per lb. 30c.
SCHWITZER'S COGNAC, 1/2 gal. 30c.
MELTON MOWBRAY PORK PIES.

DIXI H. ROSS & CO.,
Cash Grocers.

Ladies' Blouses and Whitewear,
Children's Whitewear,
Infants' Whitewear,
GREAT VARIETY AND GOOD VALUE

J. Piercy & Co.,
WHOLESALE DRYGOODS

Spring Styles



this season offer irresistible attractions in all lines of

Footwear

especially at the Paterson Shoe Co.'s, where the price is the measure of the quality; the latter high, the former low. Some one has said that well kept shoes are a sign of refinement. Our shoes, good to start with, easily and long keep their shape, and indicate elegance always.

THE PATERSON SHOE CO., LD.
35 Johnson Street.

WALL PAPER SALE

Balance of last year's papers are selling at TWENTY PER CENT. DISCOUNT, OR FORTY TRADING STAMPS on the Dollar. This is an opportunity to buy good papers at exceptionally low prices, for we MUST clear out all old stock to make shelf room for new goods, of which we have an immense stock, all at low prices.

J. W. MELLOR, 76 AND 78 FORT STREET, ABOVE DOUGLAS STREET

NICHOLLES & RENOUF, LD

Poultry Netting, Garden Tools,
Bone Mills, Lawn Mowers,
Garden Barrows, Paints and Oils.

NICHOLLES & RENOUF, LD.

61 Yates Street, Victoria.

TO-LET, THE STORE

On Fort and Douglas Streets, lately known as the Royal Saloon. Apply

The B.C. Land and Investment Agency,
40 GOVERNMENT STREET.

A Few Choice BARGAINS

Lot and house, Victoria West, for... \$ 450
2 lots and a new 6 roomed cottage; good location; may \$300 cash, bal. \$15 per month, without interest... 1 1/2 acres close to Oak Bay car line; a world beater; only... 375

For sale, or to let, cheap, 10 roomed house on Russell street, Victoria West; lava tennis grounds, etc...

MONEY TO LOAN.
P. C. MACGREGOR & CO.,
BROKERS, NO. 2 VIEW ST.

We Are Offering

AT BOTTOM PRICES

Several desirable homes, also numerous choice building lots.

If you are looking for such we invite you to call on us before purchasing. You will save money by doing so.

Money to loan in large or small sums at current rates of interest.

F. G. RICHARDS,
Managing Director, Victoria Financial, Real Estate & Insurance Brokerage Co., Ltd.,
Corner Office MacGregor Block, Opposite Detroit Hotel.

Lee & Fraser,

REAL ESTATE AND INSURANCE AGENTS.

We have for sale one of the loveliest homes in Victoria, situated at Oak Bay, and consisting of a modern 13 roomed two story house and an acre of land; good stable, orchard, etc.; price \$20,000; much below value.

\$2,600 will purchase one of the loveliest homes in Victoria, situated at Oak Bay, on the water front, consisting of a seven roomed house, good lot and garden, stable, etc.; This property will only be offered for a limited period.

\$500, nice building lot near Michigan street.

\$225, lot with double frontage on N. Park street.

\$375, good lot on Carr street.

\$450 only for a very large lot and small cottage on N. Chatham street; easy terms.

\$800 will purchase a six roomed, 2 story house on the Oak Bay Ave. car line, hot and cold water, good lot.

9 and 11 Trounce Ave., Victoria, B.C.

A BARGAIN.

And \$200, payable \$10 per month, will buy a

SIX-ROOMED TWO STORY HOUSE

Newly painted outside and newly kalsomined inside.

AT SPRING RIDGE.

A. W. MORE & CO., LD.,
82 GOVERNMENT STREET,
Next Bank of Montreal.

UNEQUALLED FOR BREAKFAST

TRADE MARK

B&K

REGISTERED

ROLLED OATS

The Brackman-Ker Milling Co., Ltd.

J. & J. Taylor's

FIRE PROOF SAFES

And Vault Doors.
J. BARNESLEY & CO., Agents,
Government St. Guns and Ammunition.

NOLTE

GLASSES ADJUSTED. EYES TESTED FREE.

FORT ST.

THE Famous Bordeaux Wines of Nathaniels, Johnston & Sons.

OBTAINABLE AT THE

Hudson's Bay Stores.

Bottom Notch Prices

TOP NOTCH GOODS.
GARDEN TOOLS, 3 piece set, 10c., 15c., and 25c.
JARDINIÈRES, FLOWER POTS AND HAMMOCKS, fine assortment, just opened up. See windows.

HASTIE'S FAIR,
77 GOVERNMENT STREET.

EARLY ROSE Seed Potatoes

From carefully selected stock. Order early. Stock is limited.
Sylvester Seed Co., Ltd.,
CITY MARKET.

Windsor Market

TWO STORES
OPPOSITE PHILHARMONIC HALL,
Fort Street.

Devoted exclusively to Fresh Fish, Poultry, Fruit and Vegetables.

STORE NO. 2.
Cooked Meats of all kinds, Pork Pies, Chicken Pies, Sausage Rolls, Potted Head, Bologna Sausage, etc.
SPECIAL ATTENTION PAID TO BUTTER, EGGS AND CHEESE.

W. H. BEATY,
TELEPHONE 738. MANAGER.

Choice Cactus Dahlias.

The best and finest collection in the province. Price \$5.00 per dozen.
VICTORIA NURSERY,
244 Yates Street,
G. E. WILKERSON.

TO LET—Large and well lighted rooms in the new building, 114 Government street, suitable for offices and sample rooms. Apply to John Barnsley & Co.

HOUDE'S
STRAIGHT CUT
CIGARETTES
MANUFACTURED BY
B. HOUDE & CO., QUEBEC
Are Better Than the Best.

Put Through At Last

Committee of Dominion House Grants Charter For Kettle River Railway.

Work on the Road Is to Be Commenced in two Years.

Clause Inserted Giving the Government the Control of the Rates.

(Special to the Times.)

Ottawa, May 7.—The railway committee took up again to-day two applications for the Kettle River Valley railway charter. One was by Mr. McCrae, Rossland, and the other by Claude Macdonnel, Toronto. Hon. J. R. Stratton is interested in the latter. The first bill was defeated, and Mr. Stratton's put through. It has got two years to commence, and five to finish. A clause was put in giving the government the control of the rates.

This company has got a charter from the United States government, and also from the British Columbia government.

The Mint.

Ottawa is to get the branch of the Royal mint that the government intends establishing in Canada.

Adjourned.

The Senate committee on the Cook charges met this morning, but immediately adjourned, owing to the absence of several senators. The committee will be called together by the chairman as soon as all members of it are in Ottawa. The committee will then draft a report to the Senate based on the evidence heard.

Election Case Settled.

The Provencher election case has been settled, each party paying his own costs.

Valleyfield Strike.

The House to-day discussed the Valleyfield strike, Mr. Monk resuming the debate. Ralph Smith will likely reply.

West Durham Election Case.

The appeal to the Supreme court on the preliminary objections in the case of the West Durham election was dismissed with costs. Objections were taken to the petition against Mr. Thornton, Conservative, but they are dismissed.

PERMANENTLY CURED.

Hare, the Student Who Had Bubonic Plague, Was Released To-day.

(Associated Press.)

Ann Arbor, Mich., May 7.—Charles R. Hare, the student who was taken with bubonic plague on April 4th, was released to-day as permanently cured, and Cuming, the friend who nursed him through his sickness, was released with him. There has not been the slightest sign of any infection from the case. The only bad after effect that Hare suffers is a weak heart.

MAY SELL FLEET.

J. P. Nagle Negotiating With Tug Trust for Purchase of His Boats.

(Associated Press.)

Toledo, Ohio, May 7.—J. P. Nagle, owner of the largest tug fleet in Toledo, went to Cleveland last night to close a deal, whereby the Great Lake Towing Company, the tug trust, will become the owner of his fleet. The Great Lakes Towing Company will now control all Lake Erie ports.

SNOW IN ENGLAND.

(Associated Press.)

London, May 7.—There was a heavy fall of snow in Devonshire and Dorsetshire (South Devonshire) to-day, changing the spring crops. The change from the almost tropical heat of the past month is most marked, and promises to continue for some time.

BRITAIN'S TRADE.

(Associated Press.)

London, May 7.—The statement of the board of trade for the month of April shows an increase of £3,711,000 in imports and a decrease of \$353,100 in exports.

THE WHEAT CROP

Acres Sown in Spring Fully Equal to Last Year.

(Associated Press.)

New York, May 7.—Carefully consolidated reports from American agricultural crop observers make the May 1st condition of winter wheat 91.5 against 95.5 last month, and compared with an average at this date for five years of 84. April was wholly favorable for the development of the wheat crop over the greater part of the belt. The report shows little damage through insect pests outside of Texas, Oklahoma and Michigan. No crop in twenty years has stood better than the present one in all the important features of roots and stools.

The spring wheat crop has been sown under very favorable conditions, says the report, and while seeding in the extreme north is not quite completed, enough is known to make it apparent that the acreage is fully equal to that sown last year.

ALMOST WIPED OUT.

Destructive Fire in a Village Near Lake Ontario.

(Associated Press.)

Rochester, N. Y., May 7.—The flourishing village of Kendall, near Lake Ontario, was almost completely destroyed by fire last night. But two business places were left standing, the general stores of B. Mulford and Klidger & Merrill. In all five stores, a dwelling house, the hotel and barn, together with numerous smaller outbuildings, were destroyed. The loss will aggregate \$40,000.

May End Rate War

Steamboat Managers Reported to Be Likely to Arrive at a Settlement.

Premier Dunsmuir's Ottawa Trip—Anxious For Subsidy For Island Railway.

(Special to the Times.)

Vancouver, May 7.—C. P. R. freight agent, F. W. Peters, to-day announced the probable settlement of the northern rate war and the re-establishment of the old rates as a result of a meeting of steamship managers to be held at Seattle on Friday. The arrangement proposed is, according to the contention of the C. P. R., that all Seattle steamers touching at Victoria or Vancouver on their way north must call at these ports on their way south, a penalty being provided for omission to call.

G. T. Maxwell says that the government is expending \$300,000 in Barrard district this year. Work will be commenced immediately on a new hatchery for the Skeena and a lighthouse on Lawyer Island, the latter to be one of the largest on the coast. Mr. Maxwell says Premier Dunsmuir asked \$10,000 per mile for the Vancouver Island railway subsidy, and paid comparatively little attention to other matters while in Ottawa.

Mrs. W. C. Marshall, wife of a prominent citizen, died to-day.

The new Carnegie library building will be located just east of the C. P. R. station building.

ORDERS WAR MATERIAL.

Venezuela Invites Tenders for Torpedo Boats and Cruisers.

(Associated Press.)

London, May 7.—"Venezuela is placing important orders for war material with German firms," says the Berlin correspondent of the Daily Mail, and inviting Herr Krupp and others to tender for the supply of torpedo boats, cruisers and the like.

GRANTED A DIVORCE.

(Associated Press.)

London, May 7.—Sir Reginald Beauchamp got a divorce from his wife, Violet, daughter of the fifth Earl of Roden, to-day, and £10,000 damages. The co-respondent was Mr. Hugh Watt, a former member of parliament, who is well known in financial circles.

TURKISHES FOR MCKINLEY.

(Associated Press.)

Denver, May 7.—A special to the News from Santa Fe, N. M., says four beautiful turquoise from the Porterfield, in the Burrow mines, were presented to President McKinley yesterday by Governor Otero, at Deming. The largest stone weighed 20 karats.

A BRIGHT COMET.

(Associated Press.)

Lima, Peru, May 7, via Galveston, May 7.—The bright comet, which has been seen here for several nights, is still visible and is the subject of much discussion among the naval astronomers and those at the observatory.

WHEAT IMPORTS.

(Associated Press.)

Liverpool, May 7.—The receipts of wheat during the past three days were 1,200,000 centals, all American. The receipts of American corn during the past three days were 91,000 centals.

AGREEMENT CONFIRMED.

(Associated Press.)

London, May 7.—At a meeting to-day of the Leyland shareholders, the Morgan-Ellerman agreement was unanimously confirmed.

Outrage By Indians

While Intoxicated They Tried to Burn a Companion at the Stake.

Explosion of Dynamite Drives a Drill Through a Workman's Body.

Death of Two Well Known Toronto Clergymen—Quarry Foreman Fatally Crushed.

(Associated Press.)

Quebec, May 7.—The schooner Marie Josephine, which arrived here from North Shore on Sunday night, brings a horrible story of an attempt to burn an Indian at the stake by a few liquor excited companions at Esquimaux point. Assistance, however, came before the Indians succeeded in accomplishing their purpose, but the victim was very badly burned, and it is thought will die.

Attempted Suicide.

Brockville, Ont., May 7.—Geo. T. Lillie, dependent on account of being put to work, attempted suicide yesterday by drinking strychnine. He is now in a precarious condition.

Shocking Accident.

Arnprior, May 7.—Robert Watson and a drill driven through his body by a dynamite explosion yesterday. He will probably die.

Obituary.

Toronto, May 7.—Rev. Thomas Isaac Hodgins, a veteran Anglican divine of this city, is dead, aged 84 years.

Rev. Henry Scadding, D. D., another of Toronto's veteran Anglican clergymen, is dead, aged 88 years.

Fatally Crushed.

Beamsville, Ont., May 7.—C. E. Brino, foreman at the Gibson quarry, was fatally crushed by a quarry giving way yesterday afternoon. He died shortly afterwards.

NICARAGUA CANAL.

Engineers Believe It Can Be Built for Less Than \$25,000,000.

(Associated Press.)

New York, May 7.—It is understood that the engineers who have been making test borings and surveys for a route for the Nicaragua canal, some of whom have just arrived here from Greytown, believe that a canal across Nicaragua costing less than \$25,000,000, is feasible. The work would include about fifty miles of embankment and cutting on the east side, the building of a 110-foot dam and the cutting of rock for eighteen miles from Lake Nicaragua to the Pacific ocean. The total length of the route is 181 miles. The highest ridge which it would be necessary to cut through is slightly more than 300 feet high. Great care has been taken to avoid sand.

MINERS' CONFERENCE.

Adjourned Without Any Action Regarding the Proposed Strike.

(Associated Press.)

London, May 7.—The miners' conference met in executive session this afternoon and adjourned to-night, after considerable discussion of the proposed strike. Mr. Lewis, a member of parliament, who was once a working miner, said after the meeting: "No resolutions were presented, and it is impossible yet to tell what is the consensus of opinion among the delegates."

Considerable difference of opinion developed in the course of the discussion, the inland miners opposing and the seaboard delegates supporting the suggested stoppage of work.

It is understood that the coal owners will be represented at to-morrow's meeting. Many of the delegates expressed the opinion that the employers had "deserted the miners" after urging them to strike.

MILNER'S SPEECH.

Says There Will Be No Change in Imperial Policy in South Africa.

(Associated Press.)

Capetown, May 7.—Sir Alfred Milner, the British commissioner, addressing a mass meeting to-day, said there was absolutely no reason for the anxiety felt in some quarters lest any change be introduced in South Africa that would in any way weaken the imperial policy. Such a change was impossible. Great Britain had made up her mind and would carry out the policy she had laid down.

STEAMER ASHORE.

It is Believed to Be the Tantalion Castle With Troops and Passengers Aboard.

(Associated Press.)

Capetown, May 7.—A big steamer is ashore on Robben Island, not far from here. It is surmised that the vessel is the British steamer Tantalion Castle, of the Castle Line, with relief troops and passengers on board. The Tantalion Castle, of 2,000 tons, left Southampton on April 29th, via Madeira, April 24th, for Table Bay, Cape Colony.

CANALS OPENED.

(Associated Press.)

Albany, N. Y., May 7.—The state canals opened at noon to-day. Superintendent Partridge stated that they have "succeeded to have taken place at Rochester were not of a serious character and caused no delay."

During the last century seven instances have been reported in the British Isles in which the bride has married the best man by mistake.

Campbell's The Report Prescription Adopted

Store
We keep the largest stock of Drugs and Toilet Articles in the province.
Prescriptions promptly and carefully executed.



CONFLICTS WITH POLICE.

Peasants in South of Italy Are in Perpetual Revolution.
Paris, May 6.—The Patrie to-day publishes dispatches from Palermo, Naples and Foglia reporting an alarming situation in Sicily and South Italy. The peasants in the provinces of Messina, Catania and Syracuse are in perpetual revolution and sanguinary conflicts with the police occur almost daily. The region in which the sulphur mines are situated is agitated and a general strike is threatened. Misery prevails in the province of Poulitico. The fields and gardens are going to waste. The municipality has suspended payment and the Syndic has gone to Rome to confer with the Premier. Strikes are extending everywhere in South Italy.

OASUALTIES IN AFRICA.

Official Statement Issued Yesterday by the War Office.
London, May 6.—The war office to-day officially gives out the total number of deaths in the South African war at 114,000 officers, and 1,140,000 men. Four officers and 314 men have been invalided home and subsequently died. Two thousand four hundred and ninety-three non-commissioned officers and men have left the service unfit for duty.

Destroying the Railway.

Brussels, May 6.—It is reported here that the Delagoa Bay railway has again been destroyed by Boer forces under Commandant-Beyer.

MINERS' CONFERENCE.

It is Believed a Cessation of Work Will Be Ordered.
London, May 6.—The final decision in regard to shutting down the pits will rest with the national conference of miners' delegates to be held in London tomorrow. The consensus of opinion leans to the belief that the conference will order a cessation of work. A delegates' meeting, representing 170,000 miners, held at Cardiff to-day, passed a resolution to give the London conference a free hand.

ADOPTED COAL TAX.

London, May 7.—There was unusual animation and attendance in the House of Commons to-day when the last installment of the coal tax resolution debate was opened by Sir Edward Grey, Liberal, who defined the measure as harsh and oppressive. The House adopted the coal tax by a vote of 333 to 227. Lord Cranborne, the under foreign secretary, informed Mr. Dillon, Nationalist, that the withdrawal of a portion of the troops in the province of Pechili was in contemplation and that as soon as China should comply with the more important demands of the powers, a larger reduction would occur. Mr. Chamberlain, the colonial secretary, informed a questioner that no gold had been produced in the Transvaal since January 1st, but fifty stamps started May 4th and 100 stamps started to-day.

SUCCESSFUL YEAR.

Annual Meeting of Management of the Home for Aged and Infirm Women.
The management committee of the Home for Aged and Infirm Women held their annual meeting at the Home yesterday. Reports submitted show that during the year fourteen aged women have been cared for. Of this number three have recently been removed by death—Mrs. Osborne, Mrs. Robinson and Mrs. Fairbairn. Two who came to the Home for care while in ill-health have since recovered. At present there are nine on the list, two of whom are between ninety and one hundred years of age. One is supported by the provincial government and one by relatives. These or four ladies, ably assisted by Mr. Alex. Wilson, ex-Mayor of Redfern, organized this institution three years ago. At first there were but two inmates. During the year a much needed addition, consisting of two bedrooms, was built. The cost of this, with other needed alterations, amounted to about \$800. This debt has been liquidated, and while the close of the year finds the Home almost without a balance, there are no liabilities, and the Home lacks few comforts. Thanks are due to Mrs. Fraser, F. Hall and Gibbs for medical assistance; to the Mayor and Aldermen; to the Jubilee hospital board and others who kindly assisted with donations. Thanks are also due to Mrs. Roblee, the efficient matron, for siding in the work of caring for the aged inmates. The following donations are thankfully acknowledged for March and April: C. C. Doreas Society, eight garments; Mrs. McTavish, clothing; Mrs. Becker, fresh eggs; Mrs. Hamilton, oranges; Mrs. Chaffee, magazines; Mrs. Goodacre, fresh eggs; Mrs. Durham, bonnets; Mrs. J. Denny, dress; Times and Colonist for papers; Mrs. Thos. Earl, fresh eggs and buns; Mrs. H. D. Holmcken, buns; Mrs. McTavish, roast beef, fresh eggs and flat irons; Mrs. Becker, cake and fresh eggs; Mrs. Day, fresh eggs and butter; Miss McCulloch, flowers; Mrs. Hamilton, preserved pears; Mrs. Goggin, eggs; Mrs. Roblee, preserves; Mrs. Chas. Keat, magazines; Mr. Malloy, canned fruit; Miss Johnson, magazines; Weller Bros., mats; Mrs. Marvin, carpet, chair, linen, dahlias and bulbs.

Wall Papering and all Interior Decorating executed by experienced men. A nice range of Ingrains and other papers for the Spring Trade. Weller Bros.

LARGE DEPUTATION.

Interviewed the Mayor and Aldermen Last Evening About Rifle Range at Esquimalt.

Prior to the session of the city council last evening a deputation, with W. H. Hayward, M. P., at their head, interviewed the Mayor and Aldermen regarding the desirability of the re-establishment of the rifle range at the sand spit at Esquimalt. A largely signed petition was submitted, accompanied by a rough draft of a communication which might be addressed to the admiralty by the city on the subject.

It appears that in order to re-establish the range it will be necessary to acquire a certain section of property which constitutes a danger zone, and the city is urged to purchase this plot. It was pointed out, however, that under the act the city had no authority to purchase or appropriate property outside the municipality, but the city solicitors will ask for the necessary power from the legislature through an amendment to the Municipal Clauses Act.

Messrs. W. H. Hayward, E. Crow, Baker, E. J. Walls, and others referred to the desirability of re-establishing the range. They pointed out that every day occupied by the navy in practice at Comox was money lost to the city, and with the proposed range it would not be necessary for the trip to Comox at all. Ald. Beckwith favored an arrangement whereby the navy could utilize the new Clover Point range, but it was pointed out that it would be inconvenient, proximity being particularly desired.

Just before adjourning J. Gerhard Tiersk suggested that the city prevail upon the Dominion government for permission to erect some supporting piles under the Point Ellice bridge temporarily, in order to allow the cars to pass over. This did not meet the approval of the council, it being pointed out that the desire was for a new bridge, and it was not advisable to take any action which would interfere with the accomplishment of the scheme.

BRIEF DISPATCHES.

A Charlottetown, P. E. I., dispatch says: Arch. McLeod, a farmer who was charged with the murder of his mother to secure her share of a farm at Rose Valley, committed suicide in jail here early on Sunday morning by hanging himself with a towel. Newfoundland seal fishery season came to a close on Sunday night with the arrival of the Virginia Lake. The total catch was 350,000 seals, valued at \$600,000. There was not a single fatality or serious accident among the 5,000 men engaged, and only one vessel, the Hope, was lost. The Manitoba Full court yesterday refused the application of the Manitoba government for leave to appeal the Liquor Act direct to the Imperial Privy Council. The application for appeal will now be heard at Ottawa on Friday next. Louis Cyr, the Canadian champion heavy weight lifter of the world, last night in Lowell, Mass., defeated Otto Rolando and Herman Schmidt, champion of Germany.

CAREER AND CHARACTER OF ABRAHAM LINCOLN.

An address by Joseph Choate, Ambassador to Great Britain, on the career and character of Abraham Lincoln—his early life—his early struggles with the world—his character as developed in the later years of his life and his administration, which placed his name so high on the world's roll of honor and fame, has been published by the Chicago, Milwaukee & St. Paul Railway, and may be had by sending six cents in postage to F. A. Miller, General Passenger Agent, Chicago, Ill.

TOO MUCH

Exercise is as bad as too little for the growing girl. It is very easy for her to overdo, and this is especially dangerous at that critical period of a young girl's life when she crosses the line of womanhood. It is not uncommon then to lay the foundation for years of after misery by neglect of necessary precautions at the first "change of life." The use of Dr. Pierce's Favorite Prescription not only establishes regularity, but it gives health to the entire economically organism. It is the best medicine peculiar to women because it cures the causes of disease completely and permanently. "Favorite Prescription" contains no alcohol, neither opium, cocaine nor any other narcotic. It cannot disagree with the most delicate constitution. "For a number of months I suffered from nervous prostration, and I tried various remedies, but none seemed to do me any permanent good. The doctor said it was the worst case of internal trouble they ever had. I decided to write to you for help. I received a very encouraging reply and commenced treatment at once. I had not used your 'Favorite Prescription' a week before I began to feel better, and, as continued, my health gradually improved, and is improving every day." Dr. Pierce's Common Sense Medical Adviser, in paper covers, is sent free on receipt of 31 one-cent stamps to pay expense of customs and mailing only. Address Dr. E. V. Pierce, Buffalo, N. Y.

The Report Adopted

Fire Wardens Recommend That Resignation of Chief Deasy Be Accepted.

Applications to Be Invited at Once—Communications and Police Clothing.

The resignation of Thomas Deasy as chief of the Victoria fire department, which was submitted some time ago but withdrawn pending the recent inquiry, was accepted at the meeting of the city council last evening, on the recommendation of a successor will be invited at once, and the new chief, whoever he may be, will enter office by the first of next month. After the usual preliminaries, communications were taken up.

H. D. Helmcken, M.P.P., acknowledged the receipt of a copy of the resolution of the council regarding the Point Ellice bridge, and assured the council that he would do all he could to assist in the desirable object. He had brought the matter to the attention of the Minister of Finance, A. E. McPhillips, M.P.P., replied in similar strain. The communications were received and filed, and the writers will be thanked.

M. C. Goss, general chairman of the Grand Division of the Order of Railway Conductors and Engineers, acknowledged the invitation of the council to visit this city while they were touring the West. The invitation will be referred to the general commissioner, who will read it to the convention, which holds session in St. Paul in May, and learn their pleasure. Received and filed.

John Black notified the council that he had taken over the agency of the Anglo-American Fire Insurance Company, and asked for information regarding the policy. Received and filed, and the information will be furnished.

Wah Lung, of 47 Cormorant street, complained of the recent erection of a high board fence in the rear of his premises. This he characterized as a contravention of one of the by-laws. Received and referred to the city engineer for report.

Messrs. P. C. MacGregor & Co., on behalf of a client who was building several houses on Camosun street, asked for improved drainage facilities as in winter the latter thoroughfare was almost impassable. Referred to the city engineer to report on the cost and advisability of the work.

Wesley Willard directed attention to the objectionable state of affairs in the vicinity of his premises on the corner of Esquimalt road and Catherine street. The sewerage in neighboring localities flowed under the sidewalk into his property, and caused a most unhealthy condition of affairs. Already there was one case of typhoid fever in the vicinity. He also asked that Catherine street be extended through from Sallie street to Craigflower.

J. M. Bradburn, city solicitor, reporting upon the petition presented to the council by ratepayers of Victoria-West on Hereward street relative to the filling up of wells by the sanitary officer and consequent necessity to obtain water supply from the Esquimalt Water Co., said he had considered the matter and interviewed the water commissioner, and advised the petitioners of the inability of the council to assist them as there was no main belonging to the corporation anywhere near them, and the council had no power to dictate to the Esquimalt Water Co. Moreover, it was pointed out to the petitioners that the non-existence of a proper water supply will make the premises occupied unsanitary and the petitioners must, by combination or otherwise, without any delay, procure a proper supply.

The question was one for the medical health officer. Received and referred to city engineer. These affidavits were filed, and the witnesses were absent. The fire wardens were present in their posts as aldermen, and, despite the fact that the law gives them power, and they were on trial for according to my simple recommendation. It was not in their province to go to the witnesses and act as judge, jury and witness, in a matter that concerned them as much as it did me. I made a recommendation in accordance with the law and their good judgment, they approved of the recommendation. If my recommendation was considered wrong by the petitioners, let them go to the Esquimalt Water Co. for redress. The rule read: "Charges in writing shall be made against the offending officer or member." During three months we have been allowed to carry on the work of the department, if we are considered wrong now, we should have been considered wrong then. If I have no right to make a recommendation that I consider in the interests of the city, I have no right in a position where life and property are at stake, in the interests of economy and for the better government of the fire service, I made this recommendation. It is not my duty to consider Mr. McDowell's personal interests. He asked for \$80 a month to occupy the position. The fire wardens could not see their way clear to increase the salary of the department. I was told to find some other way to overcome the difficulty. The oldest permanent man one that had been a call man, a driver and an engineer, was asked to accept the position. He was willing. I recommended him, and at the same time kept the call assistant in one of the positions he filled at the salary he received while occupying two places. No injustice was done. The department was bettered. The call officers looked upon this as a step in the direction of a full-paid department. Some of the permanent men were asked to have another look-over then. If this was not in the interests of the safety of the city, in the matter of economy, in filling a long felt want, I would like to know what it was? The matter, dragging along, resulted as I knew it would. The men that signed, and the men that do not sign, are not as they should be. Bickering and petty quarrels resulted. I do not desire to be other than the head of the department.

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for expenses; and that \$150 be appropriated for the census grant. Adopted. The fire wardens reported as follows: Gentlemen:—Your fire wardens beg leave to submit a communication received by them from Mr. Thomas Deasy, chief engineer of the fire department, in which, after reciting the reasons leading thereto, he tenders his resignation as chief of that department.

Under the circumstances your fire wardens would recommend that Mr. Deasy's resignation be accepted, take effect on the 31st of May, the date of his appointment to the position, as he received his appointment on the 27th instant, at 11 p. m.

We cannot refrain from expressing our regret that Mr. Deasy has felt it incumbent upon him to take this step.

The city loses by the retirement of Mr. Deasy the services of an honest, sober, capable man, an excellent disciplinarian, and to whose ability and watchful care we are firmly convinced the city has to a great extent been indebted for its immunity from disastrous fires during the last fourteen years.

The council will be fortunate if it secures as good a man as his successor.

Office of Chief of Fire Department, Victoria, B. C., May 1st, 1901.

His Worship the Mayor and Fire Wardens, Victoria.

Gentlemen:—Some months ago I made certain recommendations, which received the unanimous approval of the fire wardens. The recommendations were made in the interests of the city and for the better government of the fire department. They were in the nature of a petition, circulated by the call officers of the fire department, and despite the law governing the fire department, the rules laid down by you for our management, all precedents were thrown to the winds, and an investigation ordered before the board of aldermen. The by-laws read: "The board of aldermen shall have control and supervision of the fire department and its employees."

The rules of the fire department are plain: "All appointments to positions in the fire department shall be made by the Mayor and Fire Wardens." "Upon the selection of an applicant he shall be deemed elected subject to the approval of the chief engineer." The call officers of the fire department, in what can only be termed a spirit of insubordination, circulated a petition among the men, calling upon them to resign their offices as fire wardens. Upon the petition, an application for the removal of the chief engineer was made to the board of aldermen.

It is true that my suggestion will have a free hand to take the men he desires in the fire department, and that he will not be hampered as I have been by men who, for \$15 and \$20 per month, have influenced enough to bank whatever is proposed for the good government of your city.

Thanking you, Mr. Mayor, and the fire wardens, for the spirit in which you have met my many recommendations and the kind treatment I have always received at your hands, I have the honor to be, gentlemen, your obedient servant.

THOMAS DEASY, Chief of Fire Department.

Ald. Stewart moved and Ald. Williams seconded, that the report of the fire wardens be adopted.

Ald. Yates did not deem it wise to leave the matter until May 31st. He believed it was right to accept the resignation. He did not think, however, that the chief should remain any longer than he desired, and he favored the advertisement for applications at once. The speaker also referred to the recent inquiry, and said that the chief had persistently refused to give the slightest information on some of the subjects brought up at the inquiry, and this was the reason why the examination was postponed.

He paid a high tribute to the manner in which Mr. McDougall gave his evidence, and said that if the chief had given his evidence in a manner as creditable the inquiry would not have occupied so long.

Ald. Beckwith also explained his position in the matter. He believed that an inquiry was necessary owing to the discontent that was apparent in the department. He also felt that the chief had done members of the board an injustice in rushing into print and giving statements to the press that certain aldermen were against him.

Ald. Beckwith also took occasion to deliver a vigorous roast to the press. He denounced the reports of the proceedings as prejudiced, and was proceeding most gloriously when the Mayor pulled him up rather suddenly with the remark that he was out of order. The alderman thereupon subsided, but intimated that the subject was by no means closed. Gaining courage through the respite, the scribes were enabled to report Ald. Stewart, who stated he did not think the chief should be hurried. The best man for the money should be obtained, and he did not think a week or ten days made any difference.

The Mayor advised that the report of the wardens be adopted. He was certain that the chief would diligently attend to his duties to the last moment.

The report was finally adopted.

The estimates, Ald. Williams' Early Closing by-law for barbers, Ald. Cooley's by-law providing for the widening of Menzies street, and the reclamation by law were introduced and read a third time. These, as well as the High school building by-law, will be dealt with at a special meeting on Thursday.

Before adjourning Ald. Yates advised that a suggestion be made to the Attorney-General that all proposed amendments to the Municipal Clauses Act be handed in before the session, in order

not be carried out. If any men, or set of men, had a grievance, I always understood that the Mayor and fire wardens were appointed to look into it. The system under which we are working is defective enough without bringing before the public the sayings and doings of men who are not under even our orders except when called. With a part full paid and part call system, this kind of trouble will always exist. When I have a good thing they want to retain it, and will use all means to hold on. I don't blame them; but I consider that no attention should be paid to their complaints unless made in writing and placed before you as charges. The head of a department stands between the corporation and the men. He must carry out the rules, no matter how much it hurts. I have done so, and gained the enmity of certain officers and men. It is unnecessary to recite what I have done to save this city from fire. It is for you and the people to judge; but the question now is: Shall the men run the fire department as they please?

In fourteen years my recommendations have been carried out. I always consulted the chairman of my committee before making changes; I looked to the Mayor and fire wardens for my orders; I recommended this change and an writing to abide by the approval of the fire wardens in the matter; I cannot be expected to work harmoniously with the assistant after all that has been said and done. If he is considered necessary for the position it would be better to place him in my office as head of the department. Further, I do not consider the men and the system satisfactory. The responsibility for the safety of the city rested upon my shoulders for many years, and I am sorry to state that a great danger exists. It may be a cheap way of having men running from all quarters to answer an alarm; but I am aware that a majority of the aldermen are not in favor of changing this, although I proved to them that the cost will be less than \$1,000 yearly. In consideration of the fact that certain aldermen allowed this thing to take the course that it has, and knowing that it would be impossible to work with some of the men who proved better agitators than firemen, I tender my resignation to take effect at your earliest convenience.

I trust that my successor will have a free hand to take the men he desires in the fire department, and that he will not be hampered as I have been by men who, for \$15 and \$20 per month, have influenced enough to bank whatever is proposed for the good government of your city.

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Provincial Parliament

The House in the Throes of Debate on Railway Loan Bill.

Mr J. C. Brown Comes Out as a Supporter of the Railway Policy.

Victoria, May 6th, 1901.

The whole day was taken up to-day in the debate on the Loan bill, progress being reported, but the end not being appreciably nearer.

Mr. Oliver moved: "That whereas advertisements asking for proposals for the construction of a Coast-Boundary railway have been published:

"And whereas a bill is now before this House authorizing the payment of a subsidy of \$4,000 per mile to assist in the construction of said Coast-Boundary railway:

"And whereas several proposals have been submitted to the government offering to undertake the construction of said Coast-Boundary road:

"And whereas it is proposed to summon an extra session of the legislature to ratify any contract, which may be entered into by the Lieut.-Governor in Council for the construction of said Coast-Boundary road:

"And whereas such proposed extra session of the legislature would entail great inconvenience to the members of this House, as well as a large additional expense to the province, and would also seriously delay the construction of the road:

"And whereas it is in the best interests of the province that the construction of said Coast-Boundary road should be proceeded with at once and pushed forward to completion with all reasonable dispatch:

"Therefore be it resolved: That in the opinion of this House a contract providing for the construction and operation of the said Coast-Boundary road, as a competitive road, should be submitted to this House for ratification before the close of the present session of the legislature."

Mr. McPhillips hoped that the government would feel able to enter into a contract to bring about a competitive line. But the present resolution, he held, was out of order. A policy was at present before the House, and therefore a policy could not be imposed by resolution on the government.

Mr. Oliver held that the resolution did not in any way commit the House to the expenditure of any money.

Mr. Curtis held the same view. Mr. Martin thought that if this resolution were out of order that of Mr. Helmecken must also be out of order. The latter resolution had been allowed to stand on the order paper most irregularly, notwithstanding the ruling of the Speaker that such a practice must not be continued.

Mr. Curtis pointed out that Mr. Helmecken's resolution had been laid over at the express request of the government.

Capt. Tatlow held the resolution to be one to prevent an unnecessary expense, and hence in order.

Mr. Turner said that the government's policy had already been outlined on the question. If the resolution were passed the House might be kept an interminable length of time before contracts were signed.

The Speaker ruled the resolution out of order.

Mr. Oliver appealed against the Speaker's decision, but the chair was sustained.

The Agent Generalship. On the bill regulating the appointment of the agent general being proposed for third reading. Mr. McInnes moved: "That the bill be referred back to the committee of the whole for the purpose of striking out section 3, and substituting the following therefor: 'The agent general shall hold office during good behavior, and shall be removable only for cause by the Lieut.-Governor in Council.'"

A point of order was taken by Mr. McPhillips who held that the principle had already been passed on by the House when on report on the bill, and hence could not again be brought up.

Mr. McInnes said his motion on report was that certain amendments be struck out. That certain amendments was a re-modelled section and was an entirely different principle, as it provided for the removal of the agent general for "cause only."

The Speaker ruled the resolution in order.

Speaking to the resolution, the leader of the opposition thought it would be an unfortunate precedent to establish to put the agent general on the same basis as the judges. There was only one official who should hold that position, and that was the auditor, who in nearly all the provinces and in the Dominion derived his authority directly from the House, and was supposed to act as a check on the government. There was no such reason for giving such independence to the agent general, who was supposed to carry out the policy of the government, and for whose acts the government was responsible. How could the government be held responsible for the acts of that officer if he was able to set the government at defiance?

Here was an official receiving \$10,000 over whom not the House but the government ought to have control. He pointed out how awkwardly the principle might work out. The agent general might conduct himself in a way which would cause a stigma on the province, but perhaps not in a manner to warrant a charge being laid against him. There were only two instances where the prin-

ciple should apply, namely, in regard to the auditor general and the judge. Hon. Mr. McPhillips held that the appointment of an agent general for British Columbia was an unusual one. His role was a commercial one, and was for the purpose of seeking to draw attention to the undeveloped wealth of the province. The agent general ought to be placed in a position where he was outside political influence. It meant much to a man to break all his ties with British Columbia, especially if the position was to be terminable at the will of the government.

Mr. Martin held the bill to be a gross job to facilitate the appointment of an individual to whom, nevertheless, he felt very friendly.

Mr. Clifford held that the agent general might be suspended, although not dismissed, under the terms of the bill.

Mr. Martin-No. no. Mr. Clifford asked for an expression of opinion on that subject.

Mr. Martin said the bill did not give the power to suspend the agent general to the government.

Hon. Mr. Eberts—Why, certainly. Mr. Martin then asked the government to put in a clause to that effect and he would withdraw his opposition.

Mr. Hawthorthwaite held that it was necessary to make the appointment one as outlined in the bill, if they wanted to get a first class man to take it up. There was a good precedent for the principle of the bill in the railway commissioners of the Australian colonies, who held the position in a similar way.

The amendment was lost on the following division: Ayes—Messrs. McLennan, Gilmour, Staples, E. C. Smith, Oliver, Martin, Curtis, Munro and Houston—9.

Nays—Messrs. Hawthorthwaite, McPhillips, Brown, Kidd, Hall, Helmecken, Dunsmuir, Eberts, A. W. Smith, Ellison, Clifford, Tatlow, Hayward, Gorden, Fulton, Prentice, Wells, McBride, Pooley, Murray, Rogers, Hunter, Taylor and Mounce—24.

Loan Bill. On the second reading of the Loan bill, Mr. Curtis expressed surprise at the action of the Minister of Finance in submitting the bill in such an indifferent way. The Minister of Finance thought ten minutes sufficient in which to explain the provisions of this important bill.

There were two principles in the bill, which the Minister of Finance had expressed his abhorrence only last session, declaring that they would frighten away capital. Yet the government had flouted about in this way without any explanation beyond a remark by the Attorney-General that the people wanted more contracts of railways than in the past.

Hon. Mr. Eberts—Railway rates. Mr. Curtis held that the people wanted control of railway construction as well as of rates.

The bill had undergone many vicissitudes and had about as many colors as Joseph's coat. It was like Samuel Webster's hat. It had lost its brim and it was full of holes, and in other respects resembled that historic tile.

So far as the bill proposed to protect the public, he was heartily in favor of it. But he did not consider these provisions to be the kernel of the bill, but the sugar-coating to make it palatable to the people. In its essence it was a very bad bill.

In voting against it he wished to be understood as being as strongly in favor as ever of providing safeguards for the people.

The amendment, relating to the bridge at New Westminster, it was alleged, had something to do with getting certain members to vote for it for fear their constituents might think they were opposing that section of it. But that would not be so at all, and if another bill was presented it would doubtless make provision for the same bridge.

It was proposed, too, to borrow that money at 4 per cent.

Hon. Mr. Turner—No. Mr. Curtis—Why put it in there?

Hon. Mr. Turner—Why do we put it in at 3 1/2 on inserted stock when we borrow at 3? We do that to provide for possible contingencies.

Mr. Curtis, continuing, said it was evident the government was willing to pay 4 per cent. The effect would be not, perhaps, to bring down the 92 per cent. stocks of the province to 72, but it would depreciate it a considerable amount.

The difference would be about one per cent., or \$5,000 a year, which, if the loan were for fifty years, would amount to a very large sum. The purchasers of our 4 per cent. at 110 would be making about \$75,000. Even if the money had to be borrowed in London much better terms could be got. West Australia and other colonies got much better rates. Manitoba last year got their 4 per cents, 104 1/2 in New York and this in the face of the fact that Manitoba had nothing like the resources of British Columbia. He thought the present not a bad time to float a loan, especially in New York, whence money was pouring in freely for investment in the trusts, etc.

There was nothing in the bill providing for immediate construction of the Coast-Kootenay road. The government had a disposition to undertake the work at once. Had the legislature approved some railway scheme from the Coast to Kootenay at the beginning of the session it would have enabled that road to get aid from Ottawa. Any aid the local government gave should have been provided that construction should commence by July 1st. That opportunity had evidently been lost, and there were indications that in the subsidies proposed at Ottawa the Coast-Kootenay road had been left out.

The bill meant nothing but delay. Yet there had been no word of dissent from the organs or officials of the C. P. R. The conclusion was inevitable that the delay was pleasing to the C. P. R. The people were overlooked. What pleased the C. P. R. actually occurred. He decided to draw no inferences. The whole province was drawing inferences, and they were not of credit to the province.

Neither was there any hint of competition in the bill. The government was absolutely silent on a question which was agitating the people of British Columbia. Why not be manly about it and say "We would just as leave have the C. P. R. as anyone else, or a little rather?"

Mr. Curtis here read from the London Globe in the bill. The government was absolutely silent on a question which was agitating the people of British Columbia. Why not be manly about it and say "We would just as leave have the C. P. R. as anyone else, or a little rather?"

Mr. Curtis-I have read it before, it is because I know that the hon. gentleman never reads anything like that. I read it now for his education. (Laughter.)

Mr. Martin asked if the speaker had the same paper's remarks regarding the C. P. R. when the Crow's Nest agitation was up. He found that the same paper used exactly contrary arguments.

Mr. Curtis, continuing, said that he could quote Mr. Martin's own arguments from Hansard on the evils of monopoly.

Mr. Curtis thereupon read liberal extracts from Hansard, in which Mr. McInnes and others had been speaking of monopoly which the C. P. R. had on the West.

He also read strong anti-C. P. R. articles from the Nelson Tribune, their own, as now, by Mr. Houston, the member for Nelson.

The member for Rossland also went into the rates charged by the C. P. R., and showed the reduction effected by competition.

The advent of competition on Boundary had formed an incentive to the miners there to develop their properties. The result was that one of the best paying lines in the world was the Little Red Mountain road, whose earnings were \$8,000 a mile, with even such a low rate as 50 cents a ton on ore.

He admitted that combines were effected, and competition not always given. But fall-outs always occurred, and the public got the benefit of it. He reminded the House that certain members on the opposition side had declared themselves for competition when the Lake Bennett railway was up, and he looked to see them adhere to that resolution.

To effect the clamor for competition, the government gave control of rates. Most of the roads would in all probability ultimately go under Dominion control. The provision would indicate to the Dominion government that the province wanted to control the rates, but the Dominion prerogative of the best grip on rates was not usually exercised. Yet even if competition was afforded, he wanted to see safeguards provided.

Mr. Oliver read the platform of the Martin government in reference to a government owned railway from the Coast to Kootenay, and declaring for a cash rather than a land bonus, and a percentage of profits. That was their platform, the actual principle being government ownership. The Conservative party platform was practically the same. The railway bill before them had created much feeling. It was the wish of the government, but in the Coast-Kootenay road built as quickly as possible. The government had received three proposals, not one of which was in such shape that it could be accepted at a moment's notice. He did not think it fair that the government should be hampered. He believed that the people would not support a government owned railway.

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Mr. Gilmour, adding to Mr. Brown's claims that he had brought down a resolution on government ownership last session, read the resolution which was then offered which was a six months' hoist to the Lulu Island railway.

Mr. Hunter said there had been no Liberalism or Conservatism in his riding, but "Political death, and political oblivion" had been the subject in 1898. Mr. Munro said he had been elected to support government ownership, and had been opposed by a Conservative candidate who had held for the same thing. While seeming to be inconsistent, they must still be just. The mandate of the people was not that the government should take up that question. He was as strong as ever on it, but he was not prepared to support a vote of non-confidence in men who were not elected on that platform.

Mr. Stables was elected as a supporter.

CRICKET COACH. Englishman Comments on American Food.

The English coach of the Germantown, Pa. Cricket Club had an experience with food worth knowing.

He says, "When I came to this country I was engaged as Professional Coach. I had suffered a long time from constipation, and in the latter part of the back, and after bowling and coaching for about an hour, the pains would be so severe they would nearly draw me to the ground."

I tried many remedies without success. Finally I went on Grape-Nuts Food, and in half a day I was free of pain. Within three days I began to feel better. I have kept it up regularly and now feel like a new man."

I can go on and bowl for hours without a pain. Bowels are as regular as a clock and my head is clear and steady."

Advertise its use with all our players. J. Casner, Pro. Coach.

No food on earth will put a man in fit condition as surely and quickly as Grape-Nuts. There's a reason.

disposed of he was prepared to state his position unambiguously. In the meantime he did not intend to support the amendment.

Mr. McPhillips said the policy of the Conservative party was not government ownership immediately, but government ownership when the circumstances of the province would permit it. The members could keep their pledges by supporting a bill providing for immediate ownership, as by the 29-year clause in the present bill. The amendment was ill-timed, and, further, he had confidence in the government.

Mr. Helmecken said that so far as the business of the province was concerned, he did not look at it through Conservative or Liberal spectacles, but as a British Columbia. That was a position his own people had endorsed, while the people had snubbed under the one Mr. Martin had proposed. If the hon. gentleman wanted to revive old, rusty political statements, he could call up some of his Mr. Martin's own words.

Mr. Nell said he could not support the amendment. If the mover had struck out of the amendment the reference to government ownership he would have supported it, as he had little confidence in the government. He was not prepared to condemn the government for having this work as a government road.

Mr. Hawthorthwaite expressed surprise at the position of the leader of the opposition. They had been given to understand that his lifetime had been devoted to propagating the principle of government ownership of railways.

Mr. Martin—No. Yet when he was given a chance to throw his vote in its favor he announced his intention of voting against it and with the government. This showed a lack of consistency which he felt would be brought home to him at some future time.

As this was the only opportunity during the present session when a chance would be afforded to declare on the principle, he would support the amendment.

Mr. McInnes held the amendment was not a vote of want of confidence in the government, but in the system of government ownership of railways.

Mr. Oliver read the platform of the Martin government in reference to a government owned railway from the Coast to Kootenay, and declaring for a cash rather than a land bonus, and a percentage of profits. That was their platform, the actual principle being government ownership. The Conservative party platform was practically the same. The railway bill before them had created much feeling. It was the wish of the government, but in the Coast-Kootenay road built as quickly as possible. The government had received three proposals, not one of which was in such shape that it could be accepted at a moment's notice. He did not think it fair that the government should be hampered. He believed that the people would not support a government owned railway.

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of government ownership and of "Joe Martin," but for the reasons which had been stated he did not intend to support the amendment.

Mr. Smith had no doubt about entrusting the Premier with matters in which his own road was concerned. The Fort Steele-Golden road had always been promised, but he had no confidence in the government providing the road. Unless the C. P. R.'s hand was forced he had no confidence that the road would be built. He supported the amendment.

The amendment was lost on the following division: Ayes—Messrs. E. C. Smith, Gilmour, Hawthorthwaite and Curtis—4.

Nays—Messrs. McLennan, Staples, Brown, Martin, Munro, Green, Kidd, Houston, Hall, McPhillips, Helmecken, Turner, Dunsmuir, Eberts, A. W. Smith, Ellison, Clifford, Tatlow, Hayward, Gorden, Fulton, Prentice, Wells, McBride, Pooley, Murray, Rogers, Hunter, Taylor and Mounce—31.

"If we can't get government ownership we will have to see what we can get," commented Mr. Gilmour as he rose to speak to the main bill. He wanted two changes made in it. One was that the road started in 1901 instead of 1902. More, it was evident that the ratification of the contract by the legislature would be left to the legislature of next year. He wanted to see that "Midway" be struck out as the terminus, but some other point where a contract would be had with a competing line raised. With a few more feathers the bill might be all right.

Mr. McInnes—I'll be a bird. (Laughter.)

Mr. Nell said he would support the second reading on the promise that amendments would be offered in committee. He expressed disappointment that no provision was made with the West Coast, although about a million of money was to be spent on the West Coast.

Mr. Helmecken said he could not allow the opportunity to pass without comment on the bill. There were being treated to the spectacle of a leader of the opposition abdicating his functions. The debate had been adjourned on the motion of Mr. Martin, and at his request it had been stood over until to-day, and then declined to speak. He had therefore confidence in the government in criticizing the bill or had refused to do so on the country the benefit of his views. As he had had two opportunities to express himself, and as he had failed to do so, he (the speaker) would object to his again attempting to speak to it.

Mr. Helmecken had intimated that he supported the bill in so far as it safeguarded the rights of the people. While therefore there had been no expression of opinion from the leader of the opposition, they had had a statement from the leader of the Liberal-Labor party that he approved of certain features of it. Where trenchant criticism had been looked for none had been forthcoming.

In regard to the position of the representatives of Victoria, he thought the country was entitled to their views. They proposed to treat the amendment as if it were a part of the bill. They had received a distinct mandate from their constituents to place their views on the burning question of competition before the House and the executive.

Reference was here made to the public meetings in Victoria in support of the Coast-Boundary line, and the resolutions passed there, which had been submitted to the executive, as well as those of the board of trade. Commenting on these the speaker said he, as a representative of the people, would be reluctant to sign them if he did not seek to carry it into effect.

With these resolutions and asking the good of the people, they regarded it as their duty to present these resolutions to the House. While striving for the rights of their constituents, they here in bound to voice the sentiments of the people of British Columbia.

It being 6 o'clock the debate was adjourned, and the House rose until 8.20.

Evening Session. The House resumed at 8.30.

Hon. Mr. Eberts introduced a bill to amend the B. C. Railway Act.

Mr. Helmecken resuming the debate on the Loan Bill, said that while the province was perfectly willing to do its part in the development of this country, yet from its contributions to the Dominion exchequer he thought it should be more fairly dealt with by the Dominion.

Reading from the report of the Ottawa delegation, he pointed out that the delegation had pointed out the principal of dual aid to railways within the province. The letters written by the delegates to the Dominion authorities voiced his sentiments upon the subject. In 1898 a policy similar to this and in this direction was undertaken. He lamented that that policy had been tampered with. The "Subsidy Act" was, however, abrogated and that policy was thrown aside. He hoped that the province would now formulate a policy which would not only meet the views of the people of this province, but also find favor with the Dominion authorities.

Reference had been made that the C. P. R. company was effecting a monopoly in this province. No one depreciated the work done by the C. P. R., but it must be remembered that this railway would never have been built but for the province of British Columbia. This province has contributed heavily to the Dominion. No railway should have a right to radiate its lines over the province, and being its under its control. It is a fair argument to take that if other lines existed it would be better for the province, and that the competitive line. In view of the richness of the country through which it passes, it would be better to have some other company than the C. P. R. build it.

He would be the last one to say anything detrimental to our great national highway, but he looked to the interests of British Columbia first.

The terms of the bill that the percentage shall be a first charge upon the earnings of the road required some amendments. In asking the Dominion government for assistance, it may be used by that government that these terms may be objected to. The Dominion government in helping in the undertaking will require that the act meet with their approval. The objections to the bill that it clashed with the Dominion Railway Act were matters which might be debated in committee of the whole, and which were not to be regarded as essential to the act.

The matter of the control of rates was worthy of debate. While there might be danger of conflict with the Dominion authorities yet the Dominion government should come to our assistance if they see that we are endeavoring to advance the interests of this province.

Referring to a telegram from G. R. Maxwell to the effect that no Dominion subsidy would be given to the Coast-Kootenay line should it be built by the C. P. R., he thought it was unworthy of a representative.

He hoped the labors of the House would be such that the best interests of the province would be served.

Mr. Hawthorthwaite said that the question was of the greatest interest to this province. He proposed to criticize it closely. The debt of the province was at present \$4,000,000, while the population was only 200,000. This government proposes to add \$5,000,000 more to the indebtedness for the subsidizing of railways. The policy of the governments in the past and that of the present government had been one of lavish expenditures for huge government buildings, etc. Instead of this it would be more in the interests of the province if they expended these sums in building schools, smelters and such for the development of the country.

This \$5,000,000 has to be repaid some time, and would press as a burden upon the masses, upon the laboring men and the farmers of this province. The taxes upon the farming classes were heavy enough at present.

There would be less hesitation to give government if they knew that this was to be administered wisely. But such he did not believe would be the case.

It had been stated that the government intended giving this bonus to the C. P. R. The rates charged by the C. P. R. were not such as to benefit the province, and he opposed that proposition.

The V. & E. were competitors for the charter. He hoped that if the bonus were given to them that the government would insert a clause by which, in case they entered into connection with the C. P. R., that they lose their bonus.

He could not see why this government could not enter into negotiations with the Dominion government and build government railways.

He hoped that when the subsidy to the Coast-Kootenay line was granted that the government would see that it was made to include the ferry from the Mainland to Victoria, to secure which the citizens of the latter place had undertaken to raise \$300,000.

Mr. Hawthorthwaite then referred to the rates charged on the railways in New Zealand. Referring to the statement of one of the ministers that railways were built from one member's house to another, he observed that those railways were built by just such a government as the one in power here at the present time. (Laughter and applause.)

The fight in British Columbia to-day was not between labor and capital, but between business and capital, and the business men would have the support of labor to the hilt.

The present agitation was not worked up by corporation lawyers. Surely the business men of the country knew what was good for them, and it was the duty of the government to listen to their demands.

He intended to test the feeling of the House, as the people were tired of talk. He therefore, moved the following amendment: "That the motion be amended by striking out all the words after the first word 'that,' and substituting the following words: 'This House regrets that the bill (No. 84) does not stipulate that the railway from Coast to Midway, proposed to be subsidized, must be a line competitive to and independent of the Canadian Pacific railway.'"

The Speaker ruled the amendment out of order.

Mr. Oliver, in speaking of the visit of the ministerial delegation to Ottawa in regard to railways as well as to other matters, said that they had taken no steps to secure the assistance of the Dominion Columbia members of the Dominion House. Neither had they mentioned two of the railways which it was now proposed to subsidize.

Regarding the Coast-Kootenay road, Mr. Oliver said that there was no provision for construction to be commenced immediately, nor was any date fixed for the completion of the road.

The 4 per cent. provision, he believed it would be of no force or effect, and would be a dead letter. It could not be a first charge if the road became a Dominion one, the working expenses were therein declared to be a first charge. Everyone of the conditions were covered by Dominion legislation, and were therefore misleading. Yet the country was asked for \$5,000,000 for railways over which they would ultimately have no control.

The only solution of the difficulty was not ownership, for even if the road did not pay, the people would get the benefit. The House could impose no conditions which would prevent the V. & E. from calling out to the C. P. R., as provided for in their charter. He would vote for the second reading, as the government had consented to the legislature being consulted to ratify the contract, reserving the right to oppose any of its conditions in committee.

Mr. Hunter, referring to a statement of Sir Wilfrid Laurier, that the Coast-Kootenay road was the most important of those road after British Columbia, said he regarded that road as the most useless that could be propounded. Kootenay had had money poured into it, according to Mr. Hunter, and was already served by three lines. The public feeling which had been engendered, according to Mr. Hunter, was a manufactured public sentiment, manufactured by the \$25 gold pieces of Jim Hill.

He would be the last one to say anything detrimental to our great national highway, but he looked to the interests of British Columbia first.

The terms of the bill that the percentage shall be a first charge upon the earnings of the road required some amendments. In asking the Dominion government for assistance, it may be used by that government that these terms may be objected to. The Dominion government in helping in the undertaking will require that the act meet with their approval. The objections to the bill that it clashed with the Dominion Railway Act were matters which might be debated in committee of the whole, and which were not to be regarded as essential to the act.

Continuing, Mr. Hunter asked if Jim Hill was going to build a line from the Coast to Kootenay to connect with his Eastern line, and then cut rates to drive his other lines into bankruptcy.

Mr. Hunter held that there was a common rate between all these railways.

"Mr. Curtis—Do they even fall out?"

(Continued on page 6.)

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FRIEND OF CORPORATIONS.

Joseph Hunter, M. P. P., had the floor and the ear of the House last night and made one of the brilliant speeches for which he is noted—more brilliant, in fact, than the colors of the coat which the original Joseph wore. The modern Joseph is also a faithful man. He may not be an interpreter of dreams, but he does his best to anticipate the wishes of his ruler. Therefore it is that the attitude of the essence of wit and wisdom from Cariboo will be taken by the country generally as a true indication of the policy of the leader of the government in the railway question and accounts for the form in which the Loan Bill originally appeared. When the orator had the floor his voice sounded like an echo from the caucus chamber saying: "This is our policy, and we shall not deviate from it in the slightest degree." To add to the realism of the scene there was the other great free and independent member, the man from Nelson, sitting and applauding with might and main. Joseph H. was astonished to read in the Times that a gentleman occupying the position of Premier of Canada was so ignorant of the true state of affairs as to say that the construction of the Coast-Kootenay railway is the transportation question of paramount importance to British Columbia at the present time. Well we venture to take the position that the Premier is right; and we shall also venture the guess that three-fourths at least of the people of British Columbia think he is right. Probably the memorial, or whatever it may be called, presented to Sir Wilfrid Laurier by the government of British Columbia, left that impression upon the mind of the Premier, and perhaps the counsels of the members of Parliament from this province assisted in the formation of that opinion.

In the future no doubt in many parts of the province industrial activity will become as great as it is at present along our southern boundary. Perhaps ere long Old Cariboo will come to her own again and the shopkeepers and traders of the coast will be as eager to get in there speedily with their wares as they are to compete with the dealers of the West in the markets of the thriving southern interior districts. In the meantime the people of the inland parts and the merchants of the coast want a line which they are convinced will compete with the C. P. R. notwithstanding the statement of a gentleman who has had eighteen years' experience railroading on the E. & N. Probably they contrast the rates from points where there is competition with those in force where there is none in arriving at their conclusions. Now the Joseph whose case we are considering at this time may think that he is altogether unbiased in his opinion, but the probability is that he is frank enough and cynical enough to admit that the interests of what he calls "our" line and of that other line with which "our" line has most intimate relations shall not be altogether lost sight of in any business that comes before the House. Mr.

Hunter does not think a direct line to Kootenay is necessary: Neither does the Premier. Neither does the C. P. R. Mr. Hunter does not think competition has any effect upon rates. Neither does the Premier. Neither does the C. P. R. Holding such opinions, they are all perfectly consistent in their attitude. But they may be all wrong and the people who want an alternative route all right. The electors of British Columbia would be very foolish to saddle themselves with an enormous debt to aid in the construction of a road which would be of no benefit to them after it was in running order. The Premier and Mr. Hunter claim that regulation of rates is the remedy for all grievances. The C. P. R. agrees with them and intimates that it is ready to do all in its power to assist the government in satisfying shippers. As a guarantee of good faith it has made a substantial reduction in its charges already. Its action has proved to the masses whom Joseph places in the unthinking category that there must be something in this competition after all or the very shadow of it would not have such a salutary effect in preparing the C. P. R. for what is in store for it if the legislature carries out the will of the people.

The member for Cariboo uttered a threat last night which when it comes to the knowledge of the Dominion government will no doubt make it tremble. The House was not fully informed upon the point, but it could be gathered from the remarks of the hon. gentleman that if the authorities at Ottawa do not choose to be guided by the advice of Mr. Joseph Hunter, assisted by the provincial government, in certain matters pertaining to what they consider the welfare of British Columbia, there is a heap of trouble in store for them. It may be inferred that unless aid the amount of which Mr. Hunter chooses to specify be granted to all the railway schemes Mr. Hunter, with the assistance aforesaid, chooses to stamp with his distinguished approval, the contentious ones will be declared by Joseph H. to be anathema. They cannot long survive that.

DEBATE ON THE LOAN BILL.

The debate on the Loan Bill has not revealed any thing sensational so far. Those whom the public would naturally expect to oppose the measure are heartily in favor of it, as the Times reported they would be. The leader of the opposition has not yet said anything to indicate that he is opposed to anything except the Dominion government. There was a time when Mr. Martin was thought to be a very sharp and big thorn in the side of all whom he close to oppose in parliamentary life. That would appear to be no longer the case, as the member for Cariboo said last night that the cry upon which he got into the House was death to Martin and all his works, but he was pleased to see that the condemned one was still very much alive. So we take it that at least some of the members on the government side of the House approve of the member from Vancouver in opposition whatever opinions they may have held of him when he was Attorney-General and Premier. The friends of Mr. Martin hold that the House will receive an eye-opener before the bill reaches its third reading. They say that, like another celebrity of the name of Joe, their leader is cute "and devilish sly," said that the day of tribulation for the government is at hand. The speech of the member for Westminster last night should remove all expectations of that kind. We do not believe in what is termed factious opposition, but it is a fact that it is not well for any country under our form of government to find the two parties practically in harmony.

The members on the government side of the House have not yet said much about the bill. The only conclusion that can be arrived from the tone of the debate so far as it has gone is that the dominant faction on the government side is not very heartily in favor of the measure in its present shape whatever may have been the feeling when it was in its original form and the administration had retained to itself the power to enter into arrangements with any company which enjoyed its favor and to vary the conditions in such a manner as to bring them within the approval of its friends.

THE AMERICA CUP.

On the coast of Great Britain the two Shamrocks are disputing for supremacy of the waters. In the United States three aspirants for cup honors will soon be at it. These are the preliminary events in a contest which will soon occupy greater attention than the wars of the world. In the past each succeeding product of the yards of the United States has proved to be an improvement on her predecessor. There must be a limit to the speed of such craft. Let us hope Horreschoff has about reached his and that Watson has gone him one better in Shamrock II.

The preliminary canisters have apparently proved that the Fife boat, even in her improved form, is second to the latest challenger in speed. In complete racing trim Shamrock II. will doubtless do much better. The next thing is to get her across the Atlantic, which is no easy matter with such a sensitive tender thing as the America Cup challenger. She has developed into the Independence, which it is expected will have the honor of defending the cup, is reported to be built of very much the same line as the challenger. The depth and beam are reported to be practically identical.

and as each, we may be sure, will be clothed in all the canvas she can carry to advantage, the result should to a large extent depend upon the abilities of the crews. Still since the days of the Ark ships have been eccentric things, and it is difficult to say what the developments may be. Be the result what it may, the correspondents are already at work, and all the movements of the interesting rivalry will be faithfully chronicled for the benefit of the multitudes who take an interest in these yachting contests, more because they represent the peaceful rivalry of two great nations than for the sake of the sport itself. These millionaires in their pastimes give employment to large numbers of men, and the least the public can do is to encourage them in their expensive frolics by taking an interest in their doings. None but a man with the spirit of a Lipton can lift that cup. May Sir Thomas succeed in doing it this time. With anything like fair play his chances are good.

Mr. Hunter threatens to raise a rebellion, to appeal for annexation to the United States or to lay a petition at the feet of the throne for relief unless the Dominion government consents to subsidize every railway scheme the present government of the province of British Columbia deigns to stamp with its approval. Mr. Hunter and his friends will be kind enough to save Sir Wilfrid Laurier and his supporters the worry and anxiety of selecting the companies on which these favors shall be bestowed. All the Dominion will be asked to do will be to grant a subsidy double that given by the province; Mr. Hunter and his government will do the rest, which rest will include the regulation of rates, the collection of a percentage of the receipts and such like trivialities. It may be that Sir Wilfrid Laurier has advisors who have the interests of this province quite as much at heart and whose counsels the Premier is under greater obligation to give ear to than the men whose works in the Legislature prove that they are merely instruments in the hands of a certain railway corporation.

When the Laurier government came into power here were only nine Liberals in the Senate. Now the Conservatives, if all their forces were mustered, would only have a majority of nine. It is doubtful if all the members are capable of taking their seats, and the chances are that even now the government on ordinary occasions will have a majority. The crooked things are being made straight gradually.

Just to relieve the political tension of many minds we beg to draw attention to the fact that Shamrock II. is in the water, that she has proved herself a "bird," and that there is a promise of the most exciting race on record for the America Cup.

Let us see: Joe Chamberlain, Joe Martin and Joe Hunter. They are a bad lot the Joe's whose abilities force them into public life. They are not at all worthy of the first distinguished statesman of the name of whom there is any record.

THE BESSIE BURNED.

Little Steamer Goes Up in Smoke at Ladysmith Last Night.

A disastrous fate has befallen the little steamer Bessie, belonging to S. W. Fletcher, of this city. After returning from Chemainus to Ladysmith last evening, the steamer was burned to the water's edge, everything but her machinery being destroyed. The cause was seen by Capt. Le Blanc, of the C. P. R. steamer Maude, which arrived with a load of explosives at this evening this morning. The flames were then beyond control. It was at 1 o'clock this morning, and the Maude passed the burning vessel as she was leaving the harbor en route to Victoria. The Bessie was anchored off shore, and how the crew escaped or how the fire originated was not learned. It required but two men to run the steamer, one of these, the owner, being the captain and the other the engineer. From the former a note was received by the noon train from Nanaimo, confirming the loss of the steamer and stating his intention to stay by the wrecked craft in order, if possible, to save the machinery.

The Bessie belonged to the mosquito fleet of this port, and was usually employed in light towing work, or in taking parties to or from points along the coast. She was not insured, and represents a loss now of \$2,500. She was fitted with some splendid machinery of English manufacture, specially imported from England for the hull, which was purchased in Seattle several years ago.

THE POLICE COURT.

Court proceedings in police circles this morning lasted less than an hour. Annie Pullman, against whom a charge of being found drunk on the street had been laid, did not appear, and her bail of \$10 was extracted.

The case of Leon Marston and Percy Crane, accused of stealing grain from the Victoria truck and dray stables, was again adjourned for a day, the defence, represented by Geo. Powell, thinking that the case was not up to this morning.

John Wilson was convicted and fined \$20, and Richard Nelson, on a similar case, was sentenced to pay a fine of \$50. Nelson was represented by A. L. Polye as counsel, and there is a probability of his case being appealed. He and Wilson were accused of obstructing Officer Wood in the discharge of his duty, and while Wilson pleaded guilty, Nelson fought the case.

This afternoon the case of Henry Dupree and Ah Sing is being heard.

Walter S. Fraser & Co., Ltd. DEALERS IN HARDWARE. Iron, Steel, Pipe, Fittings, and Brass Goods. Building, Mining and Logging Supplies a Specialty. Lawn Mowers, Hose and Garden Tools. Telephone, 3 P. O. Box, 423. Wharf St. Victoria, B. C.

FIRE! Ottawa Fire Insurance Co., (NON-BOARD CO.). Before Renewing Your Policies. E. C. B. BAGSHAW, GENERAL AGENT. FOR SALE: 19 acres plowed, about 10 miles from city, with station, good house, stable, chicken house, etc.; will sell household furniture and farm implements. Immediate possession, \$1,000. Office, 15 Tronçade Avenue.

Personal. Dr. J. B. Porter, professor of mining at McGill University, is in the city to make arrangements with the provincial mining department for the coming visit to British Columbia of the students in mining of McGill University. The members of the "Summer Mining School," as it is called, of McGill, as a general rule visit the mines of the Eastern portion of the Dominion and Pennsylvania. This year, however, it was decided to visit British Columbia. The party comprises twenty students. Dr. Porter will return to Vancouver to-morrow to meet the rest of the party, who are coming West in their own cars. The party spent yesterday at the anthracite mines near Canmore, and expect to arrive on the Coast on Wednesday. They will go from Vancouver to Nanaimo, and spend the remainder of the week in the coal fields of the coast. It is expected that they will spend Sunday in the city. They will go to Stocan from here to look over the silver-lead mines. A week will be spent at Rossland and another at Boundary. The party will then go to Nelson, and hence through the Crow's Nest Pass, visiting the mines en route. Lectures are delivered while travelling, each man taking full notes and measurements.

J. M. McGregor, inspector of mines, accompanied by his wife, is in the city, a guest at the Victoria hotel. While going to Vancouver a few days ago, Mr. McGregor had a rather exciting experience. The steamer Sago, on which he was a passenger, was struck by a rock in the Strait of Juan de Fuca, and he was breaking one of her propellers, but happily she received no other injuries. The weather was fine, but in spite of this, Mr. McGregor states that the seventy-five or eighty passengers who were on board got very much excited about the time they were mostly all in their cabins at the time, and Mr. McGregor says it was very funny a few minutes later to see them appearing on deck with life belts or any other life-preserving articles which they had been enabled to procure on the spur of the moment. When the tide rose the vessel floated, and the rest of the trip to Vancouver was made without further mishap. R. Collister, inspector of hulls, of this city, was among the passengers.

Capt. Edwards, of the Sound, arrived in the city yesterday and is at the Dominion Hotel. He stated to-day that he has a passenger vessel under construction at Seattle which will be completed and launched in a few days. The ship will be 48 feet in length, 12 feet beam and 5 feet draught. Her speed will be 18 knots. On the launching of the vessel Capt. Edwards will bring her immediately to Victoria, and should she not be chartered for other service, will probably run her in the passenger business between Vancouver, Nanaimo, the Soons cities, and other near ports. It is thought, however, that the new steamer will be chartered to run to Skagway, Nome and Northern ports. Capt. Edwards will leave for the Sound again to-morrow.

J. M. Day, of San Francisco, arrived in the city yesterday, and is at the Victoria Hotel. Mr. Day will leave on Thursday evening on a tour of inspection of the mining properties of the Island, those of the Alberni district in particular. He will first visit Qualicum, where there is some property which he will inspect with a view of investment. From the latter point the Alberni properties will be taken in, and if the inspection is satisfactory there is every probability of the company represented by Mr. Day making extensive purchases of Vancouver Island mining property.

Among the steamer Dolphin's passengers to-night for the North are Mrs. H. F. Steward and daughter and Mrs. A. C. Munro. These passengers leave on the steamer Rosalie at 7:30, joining the Dolphin at Port Townsend.

H. H. Swaney, H. F. Thomas, F. Crabtree, W. H. Lee, of the Texada mining properties, and Wm. Price, of Copper Island, British Columbia, left last evening for Texada Island. All are well known mining men, and the visit of the party to Texada

Sugar, German Lump, 3 lbs for 25c; Sugar, Vancouver Granulated, 18 lbs for \$1.00; Sago, white 5c lb; Tapioca 5c lb; Tapioca, Granulated, 2 pags for 25c; Jelly and Custard Powder, per pkg. 10c., ready for use in 5 minutes. Hardress Clarke, 86 Douglas Street.

SPENCER'S New Hats For Men. Hats worn now by well dressed men in New York and Eastern Canadian cities are quite different to the styles shown early in the season. Most styles shown by travellers are not the very latest, but our buyers visit the East four times a year in the interest of this department, and so we are up-to-date. The most popular hat just now in New York is a Pearl Grey Felt, low in the crown, wide brim, called the New Golfer. We show them to-day Special, \$2.50. We also show the newest blocks in Christy's stiff hats and Fedoras, black, grey, brown, etc.

New Hats and Tams For Boys Shown For the First Time To-Day. Boys' Blue and White Duck Tams Special, 25c; Boys' Brown Duck Tams, just the thing for summer; the material won't show the dust 50c; Boys' Red Cloth Tams 65c; New Caps 40c and 50c. These are specially nobby and you will like them.

Ladies' Silk Underwear Bargains Wednesday. Silk Plaited and Spin Silk Vests, cream, white, and a few colors, were 75c and \$1.00 Wednesday, 45c; Colored and White Silk Vests, trimmed with lace, were \$1.25 Wednesday, 75c. Almost all colors in this lot, black, white, cream, pink and sky blue. Some of our best 5 thread Pure Silk Vests, regular \$4.50, Wednesday, \$2.50; Pure Silk Drawers, regular \$5.00 Wednesday, \$2.50; Pure Silk Vests, short sleeves, regular \$3.50, Wednesday, \$2.50.

New Grenadines. This material is more in demand for summer gowns than any other. We have now 40 patterns, small checks, new figures, stripes, and plain fabrics; prices are from \$1.00 to \$3.50 a yard; material is 46 inches wide.

New Blouses. Another shipment of the newest Waists and Blouses opened up to-day. White Lawn Waists 75c to \$7.50 each; Colored Percale Waists 50c to \$1.25; Silk Waists, some entirely new styles \$2.75 to \$7.50 each.

Special Sale of Corset Covers Wednesday. 275 White Muslin Corset Covers, sizes 32 to 42. A good many of these are manufacturers' samples, others are from our own stock where the assortment of sizes is broken. They are marked at special prices, from 10c to \$2.50. Quite a few \$1.25 ones are marked. New Hair Nets special quality 50c to 10c.

Saunders' Groceries. GO ROUND, examine other groceries, examine the qualities offered. You will come back and tell us, as hundreds have done, that we are the "LEADERS" IN FANCY AND STAPLE GROCERIES. THREE STAR (THE FAMILY FLOUR), sack \$1.00; FRENCH PRUNES, 6 lbs. 40c; COOKING FIGS, per lb. 40c; SEBBERE RAISINS, No. 1, per lb. 40c; QUININE WINE, SURE CURE FOR LA GRIFFE, per bot. 75c. Always on hand, Wellington, Delta or Eden Bank Butter; also Lipton's or Armond's Hams and Bacon. The Saunders Grocery Co., Ltd., 30 AND 41 JOHNSON STREET.

The King Of Portugal. Has Recently Purchased an Angelus Piano Player. The monthly meeting of the Friendly Help Society was held at the gym this morning. The usual monthly reports and accounts were received. Twenty-eight names for assistance were recorded for the month; seventeen had groceries, five had fuel, four milk daily, and the remaining number second-hand clothing. Donations of clothing were thankfully received from the following: A. Friend, Mrs. Robert Croft, Mrs. W. Raugh Allen, Mrs. H. Scott, Mrs. Gill, Mrs. Clark, Mrs. Rocke Robertson, Mrs. C. Redfern, Mrs. R. Harvey, Mrs. C. F. Todd, Mrs. M. Hugh, A. Friend, D. Fraser, Mrs. King, Mrs. Boyce, Mrs. J. B. Anderson, R. Porter & Son.

Gideon Hicks & Co. 88 Government St., Victoria. 123 HASTINGS ST., VANCOUVER. A Carload of Mason & Risch Pianos JUST RECEIVED. NEW SCALES. Containing 4 New Patents. We invite you to call and see them. Surpasses everything in Canada. They will surprise you. Tuning promptly attended to. 88 Government St., Victoria.

M.W. Waitt & Co. 44 Government St. STEINWAY DEALERS. Carpets Cleaned. And laid. With our Turkish process we remove all spots, dirt, and restore the colors. Feather renovating and upholstery. Awnings made and hung. SANITARY FEATHER WORKS. Phone 292. Cor. Fort and Blanchard Sts. Rubber Hose AT Watson & McGregor. Telephone 735. 15 Johnson Street.



ONE OF THE MOST IMPORTANT THINGS a druggist does is putting up

Prescriptions

There is no drug store where this feature has more scrupulous attention than here. It doesn't pay to take chances in matters of health—of life and death, perhaps. Bring your prescriptions here where everything is right.

Cyrus H. Bowes,
CHEMIST,
48 Government Street, Near Yates Street,
VICTORIA, B. C.
OPEN ALL THE TIME.

FOR SALE GROCERIES

The Best Selected Stock of

In the city. You will save money by buying your Groceries, Flour, Feed, Hay and Grain from us.

We buy the best and sell at the lowest possible price.

We do not quote prices in this ad; space will not permit.

Just received, Butter Cream Sodas, put up in dinner tins.

JOHNS BROS.

259 Douglas Street.

—House Awnings made to order. Smith & Champion, 100 Douglas street.

—Steamer Charming left Vancouver at 1:20, after connecting with the Eastern train.

—You will find it in the B. C. Guide; 5c per copy, 50c per year, in all book stores in B. C.

—Work on the erection of Dr. R. L. Fraser's residence, on the corner of Kane and Douglas streets, was commenced this morning.

—The funeral of the late Elizabeth Jane Atkinson took place this afternoon from the residence, No. 6 Second street, at 2 o'clock, and at 2:30 from the Reformed Episcopal church.

—The death occurred yesterday of Willie, the seven-year-old son of Capt. and Mrs. F. Hackett. Deceased was a native of Victoria. The funeral will take place on Wednesday afternoon.

—Great bargains in monuments at Stewart's. Several Scotch Granite Monuments just arrived, Copings, etc. Nothing but first class stock and workmanship. Cor. Yates and Blanchard streets.

—Ephorsing and Repainting promptly done at Smith & Champion's.

—Special inducements in Dry Goods. We will give 20 per cent. discount on all purchases. The Sterling, 39 Government street, opposite Erskine, Wall & Co's.

—The by-law providing that wheelmen shall carry lights on their wheels an hour after sunset is to be enforced by the police.

—Look for the bunch of celery on a green background, which is the trade mark on all genuine Kala Tonic Wine manufactured here—none otherwise.

—The Epworth League of the Metropolitan Methodist church held their usual monthly consecration meeting last night. A business meeting was held at the close, at which important business was discussed.

—Teachers' salaries will be among the most important subjects coming up at the regular meeting of the school board to-morrow evening, and in this connection a petition from the lady teachers will, it is expected, be submitted.

—The management of the excursion to Mt. Sicker and the Chemainus logging camps, which is to take place a week from Saturday, have made arrangements for the accommodation of ladies as well as gentlemen, and will be pleased to have many of the former present.

—On Sunday evening last, in Christ Church cathedral it was announced that it was the intention to build an addition to the church capable of seating 125 persons. Rev. W. Baugh Allen, it was decided, will be retained as assistant rector. Archdeacon Seriven, it is understood, will not return to this city.

—Miss Lillian Armon, the well-known elocutionist, will give a recital in the Metropolitan church on Monday, May 13th. She will be assisted by Herbert Taylor, the eminent English baritone, who has recently come to the city; Robt. Berke, pianist from the Royal Academy of Music, London, Eng., and Jesse Longfield, solo violinist.

—Henceforth nomadic canines must no longer intrude themselves in or on the flower gardens, or in the lakes in Ald. Hill's domain, to wit, Beacon Hill park. Such is the fiat which hath gone forth, and the owners of every dog caught contravening it will be dealt with summarily, while needless to say the quadruped vandals will be forcibly evicted.

—The Victoria Hunt Club have arranged all details for Saturday's sports at Colwood park. There are numerous prizes offered which will no doubt lead to close contests, and altogether visitors are promised an enjoyable afternoon. The special train leaves E. & N. depot at 1:30 p.m., returning immediately after the last race. The 17th Regiment band will be in attendance.

—The Equimault & Nanaimo railway have decided to make the cheap Sunday rate of 75 cents for adults and 40 cents for children, available to Shawnigan lake on Saturdays as well as Sundays. Passengers may now leave at 9 a.m. or 4:25 p.m. on Saturdays, returning not later than Sunday night. The return trains leave Shawnigan at 10:45 a.m. and 7 p.m. each day. This concession in the rate, which was formerly \$1.40, will undoubtedly stimulate travel to that popular resort.

Naas Harbor Oolichans

Being the first run of male fish are most emphatically the finest procurable.

Just arrived per "Princess Louise"

Packed in 25 lb. and 50 lb. Kits

SOLD ONLY BY

ERSKINE, WALL & CO.,

WE WANT

To fill your prescriptions. Our dispensing department is complete, our drugs pure and fresh.

HALL & CO.,
DISPENSING CHEMISTS,
Clarence Block, Cor. Yates and Douglas Sts.

Serious Allegation

Barrister D. G. Macdonnell, of Vancouver, Charged With Misappropriation of Money.

Complainant Claims That Defendant Kept Money to Be Paid to Him.

A case which has excited a great deal of public interest and consequent comment is now being ventilated in the provincial police court before Justices of the Peace McMicking and Pearson. Mr. D. G. Macdonnell, barrister, of Vancouver, stands charged with misappropriating \$240, alleged to have been entrusted to his charge for payment to John Cox, formerly city carpenter, as reimbursement for fees and expenditures in connection with the case of Lang v. the City of Victoria, in which Cox was a witness.

Apart from the serious nature of the charge, interest is manifested in the proceedings because they represent a climax to a matter which has been on the tapis more or less prominently during the past few years.

The defendant is charged in the information with having kept in his possession money due the complainant. The latter alleges that he had given the defendant a receipt for the aforementioned amount to be used as security in order to acquire the amount from Mrs. Lang, and that he never received it. As will be remembered, Mr. Macdonnell was counsel for Mrs. Lang in her action against the city arising out of the Point Ellice bridge accident, and Cox gave evidence for the city in the case.

The case was called yesterday afternoon at 4 o'clock, another trial which was taking place before Magistrate Hall being adjourned. At the outset the proceedings were more than ordinarily animated. In fact counsel indulged in a display of a degree of prolixity that greatly enlivened the proceedings, and it only required the mere observation of a superficial onlooker to convince him that counsel for both sides were at times very much warmed up to their work.

In the first place there was a spirited argument between Messrs. J. Perry Mills, counsel for Mr. Cox, and Mr. Duff, of Podwell & Duff, who has been retained by the defendant. It was all over a question of jurisdiction. Mr. Duff contended that the case should be tried before Magistrate Hall, who, he claimed, had a jurisdiction in the matter, while the opposing counsel pointed out that certain points might subsequently crop up during the proceedings which would place the case outside the jurisdiction of Mr. Hall. The information was sworn out before the Justices of the Peace, who had equal jurisdiction over Vancouver and Victoria.

This debate became very spirited, and counsel had ample opportunity to display their powers as reporters, and the introduction of divers figures of speech. Magistrate Hall, however, disclaimed any intention of entering the other gentlemen, and recognizing the possibility of matters coming up outside his jurisdiction he made way for Messrs. McMicking and Pearson.

The first witness was Mr. Mills, who submitted a vast amount of documentary evidence, his examination occupying the greater part of the afternoon session. This virtually reopened the Lang case correspondence between the lady and her counsel, Mr. Macdonnell, regarding financial agreements and bills of costs presented by the latter were also submitted. In fact the greater portion of the examination was along these lines, and at times the crossing of foils between Mr. Duff and Mr. Mills was lively indeed.

In the evening the examination of Mrs. Lang was conducted relative to her financial obligations to her counsel and the arrangements made. During her evidence she stated that she had understood the combination of claimants in the bridge suits was to pay Macdonnell but 10 per cent. She never expected to pay 50 per cent.

Mr. Mills was examined in the evening at length, after which the complainant, Mr. Cox, took the stand, giving evidence as to amounts received by him as witness fees for the various cases. He stated that he was never paid \$300 for remaining in the province since the Patterson case. He then mentioned how it was made out the receipt for Mr. Macdonnell, and the latter came to his house in 1899 and wrote out a bill charging Mrs. Lang \$240 for detaining witness four months. Cox affixed his signature and the counsel took it away ostensibly for the purpose of collecting the amount from Mrs. Lang. Witness never received the money, and he was further examined, after which an adjournment was taken until to-night.

WANTED—A housekeeper: good, home-applied in mornings at 100 Chatham street.

INDUSTRIAL EXTENSION.

The Allison Iron Works to Be Completely Remodeled and Enlarged.

The Allison Iron Works are to have important changes made in them this year. The intention is to completely remodel the buildings. Instead of the scattered buildings used at present the company intend merging them in one large one, 350 feet long, 80 feet wide and 60 feet high.

Although the building will be a frame one, special care will be taken to ensure strength. Some of the timbers employed in it will be the largest used in this country, and the works will be very complete. Strength is absolutely necessary because of a large 50-ton travelling crane which will run along the centre of the works.

When completed the building will extend almost the whole distance back from Government to Store streets.

TEACHERS' REMUNERATION.

The Opinion of a Trades Unionist on Sex-Discrimination in Salaries.

In order to ascertain the opinion of those who have specially studied labor questions, the secretary of the Victoria Trades and Labor Council was recently approached and asked:

(a) In your opinion would two standards of wages, a higher for men and a lower for women, be in the best interests of education?

(b) Would it, in the long run, benefit the teaching body as a whole?

The reply is appended:

Victoria, April 26th, 1901.

Communication of the 22nd inst. to hand, and in reply would say:

I think the principle of "two standards of wages, a higher for men and a lower for women," would not be in the best interests of education, for the reason that it would to a large extent blight the ambition of the female teacher and place her in a humiliating position by the knowledge that her work, though perhaps equal to that of the men laboring with her, is considered of less value, and under such circumstances it would be unreasonable to expect the best results. I would be sorry to see it applied to the teachers or any body of workers. I think that where men and women labor in the same field and are required to perform equal duties that undoubtedly they should receive equal remuneration. All workers should be paid in proportion to their ability to perform the work set for them. The Typographical Union of which I am a member, comprises a large number of women, and the principle of "equal pay for equal work" prevails in it over the whole continent.

I also think that the principle would be conducive to the best interests of the teaching body as a whole, as the services of those who will labor for the lowest remuneration will, in nine cases out of ten, be accepted, and if two standards of wages were adopted it would assuredly work to the disadvantage of the men.

If attention is being made to adopt such a principle, I hope you will be successful in defeating it. Yours respectfully,

J. D. McNIVEN.

—Before Mr. Justice Martin this morning, William W. Malby and Eugene Brooks, the Zionite elder, against whom the charge of manslaughter is entered, came up for election for trial. The date was set for the 16th inst., and bail was fixed at the same amount as it formerly stood at. J. S. Yates appeared for Malby; Geo. Powell for Brooks, and Deputy Attorney-General McLean for the crown.

—The first witness was Mr. Mills, who submitted a vast amount of documentary evidence, his examination occupying the greater part of the afternoon session. This virtually reopened the Lang case correspondence between the lady and her counsel, Mr. Macdonnell, regarding financial agreements and bills of costs presented by the latter were also submitted. In fact the greater portion of the examination was along these lines, and at times the crossing of foils between Mr. Duff and Mr. Mills was lively indeed.

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WANTED—A housekeeper: good, home-applied in mornings at 100 Chatham street.

Special Inducements

IN DRY GOODS

39 GOVERNMENT ST.

WE WILL GIVE

20 per Cent. Discount

ON ALL PURCHASES

The Sterling,

39 Government Street

Opposite Erskine, Wall & Co.

WEATHER BULLETIN.

Daily Report Furnished by the Victoria Meteorological Department.

Victoria, May 7, 5 a. m.—Since yesterday a low barometer area has crossed Northern British Columbia to the Rockies, while off the American Coast the barometer remains comparatively high. This change has caused general showers west of the Cascades. Rain is also falling in Northern Alberta. Sharp frosts have occurred in Manitoba.

Forecasts.
For 26 hours ending 5 p. m. Wednesday, Victoria and vicinity—Moderate to fresh winds, mostly southerly, partly cloudy, with occasional showers.
Lower Mainland—Light to moderate winds, mostly southerly, unsettled, with showers.

Reports.
Victoria—Barometer, 30.01; temperature, 47; minimum, 47; wind, S miles 8; weather, cloudy.
New Westminster—Barometer, 29.90; temperature, 42; minimum, 42; wind, calm; rain, .01; weather, rain.

Kamloops—Barometer, 29.82; temperature, 43; minimum, 48; wind, S miles 8; weather, cloudy.
Barkerville—Barometer, 29.90; temperature, 28; minimum, 26; wind, calm; weather, cloudy.

San Francisco—Barometer, 29.98; temperature, 48; minimum, 48; wind, S miles 8. W; weather, cloudy.

CITY NEWS IN BRIEF.

Try new White Label Blue Ribbon Tea.

—Carpets cleaned and laid by Smith & Champion. Phone 218, 100 Douglas.

—Opposition steamer "Rosalia" sails for Seattle, daily, except Saturday, at 7:30 p. m.

—Your old Bicycle made new. How? Bring it to us. Rambler Cyclery, Broad and Broughton streets.

—The petition asking the city council for a new bridge at Point Ellice will be at Hilben & Co's for signature by those interested, until Thursday.

—The last regular meeting for the present term will be held by the Victoria Teachers' Institute at the city hall on Friday, commencing at 4.15. The election of officers for the ensuing term will take place, and the committee dealing with the formation of a Teachers' union will report.

ONE WORD, PLEASE!

Do you know that we carry one of the Best lines of Drugs, Chemicals and Toilet Articles of all kinds to be had in the city? Don't forget to take home with you a box of our NEWPORT CHOCOLATES.

F. W. PAWQUETT & CO.,
Chemists, 49 Government St.

—The half-yearly qualifying examinations of the Medical Association of British Columbia opened this morning at 10 o'clock in the examination hall of the lands and works department. The examination is being conducted under Dr. Fagan, registrar of the association, and includes both the oral and written examination. The board of examiners consists of Drs. Le Fevre and McGuffan, of Vancouver; Dr. McKechnie, of Nanaimo, and Drs. Davis, Jones, Duncan and Fagan, of Victoria.

THE results of Individual Policies, the closest and most practical test that can be applied to any company, have given the **The Mutual Life of Canada** a name and a reputation throughout Canada as the company which gives the largest returns for the least outlays

R. L. DRURY,
PROVINCIAL MANAGER,
S. W. BODLEY, Special Agent,
34 Broad Street

BARGAINS

5 roomed cottage and 1/2 acre \$2,400
6 roomed 2 story house 1,500
Acre lots near Creech 500
Acre lots Woodland Park 300
Lots on Oak Bay Avenue \$150 to 400
6 roomed house, North Park street 1,250

SWINERTON & ODDY,
106 GOVERNMENT STREET.

The Westside,

VICTORIA'S POPULAR STORE.....TUESDAY, MAY 7th, 1901.

Fancy and Household Linens

The aristocracy of Linens is here. There are certain weaves of Linens which will always be regarded as above their fellows. They claim precedence from their origin because they bear famous names. The Westside's Linens are recruited from this Linen Aristocracy, but they are all on the common plane of price lowness. Not one is marked at its actual and accepted market value.

TABLE NAPKINS

A special purchase of pure Irish Linen Table Napkins, enables us to offer the following:

Full bleached Table Napkins, fine satin finish, choice range of patterns, size 3/4 x 3/4..... To-morrow \$1 dozen

Extra quality Linen Table Napkins, large range of designs, size 3/4 x 3/4..... To-morrow \$1.25 dozen

Special fine satin finished Table Napkins, size 3/4 x 3/4 guaranteed pure Linen..... To-morrow \$1.50 dozen.

LINEN DAMASK SPECIALS

Bleached Linen Damask, soft finish, 58 inches wide..... To-morrow 50c. yd.

Irish made, full bleached Linen Damask, 68 inches wide..... To-morrow 50c. yd.

Very superior Belfast Linen Damask, satin finish, full bleached, 72 inches wide, special value..... To-morrow \$1.25 yd.

WHITE COTTON SPECIALS—20 pieces Hancock's famous longcloth, 36 inches wide..... To-morrow 12 1/2c. yd.

SPANISH LANGOLATHS—Extra fine, put up in 10 yard lengths, per piece..... To-morrow \$1.50 a piece.

SHEETING SPECIAL—Extra Heavy "Hoesblagen" Sheetting, cross bleach, 2 yards wide, special value..... To-morrow 22 1/2c. yd.

THE HUTCHESON CO., LTD., VICTORIA.

Non-Honing Razor Strop

Gives a keen edge. Saves too frequent honing. A few strokes does the work. Try one, and if not satisfactory we shall change it.

RAZORS

A fine new stock, just arrived at

78 GOVERNMENT STREET **FOX'S**

Boys' Sweaters

Direct from Glasgow, in red and blue; sizes, 22 to 32. This is not the ordinary sweater that is usually sold, but a very fine article, superior to anything we have seen.

Boys' Jerseys

in two grades; our stock is now complete with these goods. Just the thing for the boys, prices according to size and quality.

Every boy should have a Jersey for the summer.

If attention is being made to adopt such a principle, I hope you will be successful in defeating it. Yours respectfully,
J. D. McNIVEN.

AYLMER BRAND

Canned Peas, Corn, Tomatoes, Beans,

10c per tin

Best on the Market.

AT
Mowat & Wallace,
GROCERS,
Corner Yates and Douglas Streets.

Don't Leave

Your happy home for music. Buy a Gerhard Heintzen Piano and make your home happier. Perhaps you don't know how we sell pianos at the lowest prices, of payment, etc. We will be more than glad to tell you about these things if you will come in.

FLETCHER BROS.,
33 GOVERNMENT STREET.

McCandless Bros.

37 Johnson St.

FLY FISHING

Lakeside Hotel,

Cowichan Lake.

This well known resort will open for the season on April 1st.

Special leaves Duncan Monday, Wednesday and Friday.

Special return tickets issued by the E. & N. Railway, good for 15 days, \$5.00.

FLETCHER BROS., Props.

Nine Dollars Isn't Much

To pay for a man's all wool, heavy-weight, hard cord blue serge suit "that fits." The same quality suits regularly at \$11 in the other stores, and we sometimes think ourselves we are foolish to sell them so cheap just because we were fortunate in the buying. But our business policy is "As we buy so we sell," always giving our customers the benefit of a lucky purchase, and make it pay you to trade at Cameron's.

Youths' Suits, same quality, \$7.75
Boys' Suits, " " " \$5.00
Children's Suits " " " \$3.50

W. G. Cameron
VICTORIA'S CHEAPEST CASH CLOTHIER,
55 JOHNSON STREET.

HAT LOGIC

You would not call a \$3.00 hat an expensive hat, yet

Our \$3 Hat

is an eminently serviceable hat. It possesses the elements of style, comfort and durability that you don't always get in higher priced hats. We have many good styles in pearl greys, so suitable for summer wear.

Geo. R. Jackson,
Hatter, Furnisher and Tailor.

THE FULL DINNER PAIL

BUTTER CREAM SODAS

Try Pepsodas For Indigestion.

Watson & Hall,

FAMILY GROCERS,
65 YATES ST.

Best Double Screened Household Coal

\$6.50 Per Ton Delivered, Weight Guaranteed.

HALL & WALKER,
106 Government St. Phone 45.

—Baby Carriages, Go-Carts and all kinds of vehicles for children, at Weller Bros.

Cottage City Arrives

Passengers Subjected to Examination Before Allowed to Land - Smallpox at Sitka.

Discoveries of Tin in Alaska - Annie E. Paint and E. B. Marvin Return.

Steamer Cottage City came in from the North yesterday afternoon as the Times was going to press. Before any of her passengers were allowed to disembark all were examined by a health officer, owing to the prevalence of smallpox at Sitka.

Recent arrivals from the Porcupine country tell of hundreds of tons of supplies and machinery going into that district. Of the claims all prepared for the season's work, and having the men and material at hand, there are six on McKinley, eight on Cahoon and eleven on Pucallie.

The discovery of tin in considerable quantities in Northwestern Alaska is reported by agents of the United States geological survey. During the hasty reconnaissance of the Nome and more northerly districts by the geologists last season, some of the auriferous gravels were found to contain a large percentage of cassiterite, or stream tin.

Applicants have been made by the citizens of Valdez for permission to incorporate that city. On Valdez bay there are other "cities" projected and in existence, the principal rival being Swanport. It is presumed that they will follow suit in application for incorporation.

A new water system is to be put in the town of Metlakatla. Father Duncan has just completed arrangements for it. Water will be taken from the stream at the back of the town, about a mile distant, and will lead through all of the principal streets. The system when completed will cost about \$20,000.

A letter from a member of the crew of H. M. S. Warspite has been received, stating the ship reached Acapulco on the 11th of April, after a very stormy trip from Honolulu. She was four days late in making port and for this reason did not meet the Comor as intended.

Steamer Queen City is expected back from Tacoma to-day, where she has taken 100 tons of ore, which she brought from the Monitor mine, Barre, Montana, on Sunday. It was the second valuable consignment which the steamer carried from the Coast mines, the other being \$1,800 in gold dust, taken from the black sands at Wreck Bay.

William Allen White will contribute to the April number of The Saturday Evening Post an article on "Fighting Fred" Funston, the man who captured Aguinaldo. This is the second of a series of remarkable character studies by this brilliant journalist now appearing in The Saturday Evening Post.

Paris women of fashion are ordering for spring and summer wear hats that are not in shape, and worn low over the forehead. They have a bunch of feathers or flowers in front, sticking up straight; and they come down in the back - May Ladies' Home Journal.

soon as she leaves the ways the Richard III. will be hauled out. Steamer Danube sails for Skagway tomorrow night, and the Princess Louise leaves for Northern British Columbia ports the following night.

The torpedo destroyer Sparrowhawk is in drydock undergoing an overhauling to bottom.

The Mystery arrived yesterday with a boom of logs for the Sayward mill.

Provincial News

Vancouver. T. Wasson has returned to Vancouver from South Africa. In November, 1899, Wasson and "Hub" Jackson, not being able to get into the first consignment, went to South Africa on their own account at their own expense.

Another copper property, said to be very rich and extensive, has been located on Howe Sound, twelve miles nearer the Coast than the Britannia group. The property has been acquired by W. H. Armstrong and associates. Mining engineers who have examined the claim state that it is quite probable that on further development the proposition will be found to be very similar to the Britannia and Goldsmith property.

Lillooet. One of the most pleasant ceremonies ever performed in Lillooet took place last Monday evening, April 29th, the occasion being the marriage of John Dunlop to Miss Matilda Marshall, eldest daughter of John Marshall. As both bride and groom are well and favorably known in this vicinity a very large number of guests were present.

MRS. NORMANDEAU, A Lady of Campbellton, N. B. Has at Last Effectually Disposed of an Enemy That Persecuted Her For Years.

For years, Mrs. Philomena Normandeau, of Campbellton, N. B., suffered with Dyspepsia. In addition to the tortures consequent on this disease, she also was very much troubled with sick headaches, the result of the derangement of the stomach and bowels. She was unable to eat and she found a cure, and is grateful that she is anxious for the benefit of others who may be suffering as she was, to give the matter the greatest possible publicity. She has therefore written the following open letter:

"It is my duty, and I consider it a great pleasure for me to testify that I have been cured of a very severe case of Dyspepsia, by the use of DODD'S DYSPEPSIA TABLETS.

"For years, I suffered with stomach sickness. My head ached almost continually. I could eat very little, and had to be very careful. I consulted several physicians, and used the medicines they prescribed, but instead of getting better, I gradually grew worse.

"I read in one of the newspapers an advertisement, which told how a lady who had been suffering from Dyspepsia in much the same way as I was, had been cured by DODD'S DYSPEPSIA TABLETS.

"Although I had but little faith, I decided to make a trial, and bought two boxes. I was relieved from the very first, and now can safely say that I am completely cured.

"I can, therefore, highly recommend DODD'S DYSPEPSIA TABLETS to all who suffer from this most terrible malady, as I am satisfied that what cured my case, will cure anyone's.

Sporting News

ATHLETICS. MEETING TO-MORROW NIGHT.

To-morrow evening the Fernwood Young Men's Association will hold the semi-annual business meeting. Reports of the officers and different committees will be read for the past six months, and the election of officers for the ensuing term will take place, as well as other business of importance.

THE OAR. THE RACES ON SATURDAY.

Quite a number of members of the J. B. A. A. turned out on Saturday to take part in the first of a series of spring races which took place on the George, the course being from the George bridge to Curtis's Point.

The following are the crews: First heat - W. Jones (stroke), Hunter, Stevens, Pettigrew, J. C. McNeil (stroke), P. York, McLean, H. Jesse.

Second heat - Merylees (stroke), H. Austin, R. Powers, H. Jesse, vs. A. McLean (stroke), G. Sheppard, T. Geiger, P. Daniels, Pinalis - W. Jesse, Hunter, Stevens, Pettigrew, vs. A. McLean, G. Sheppard, T. Geiger, P. Daniels.

YACHTING. THE TWO SHAMROCKS.

Southampton, May 6 - Shamrock II proved herself superior to Shamrock I to-day in any respect, except on full asters. There was a fresh, squally northeast wind.

At the start the challenger ran out ahead, but the Shamrock I, catching a light breeze, soon began to overtake her. The challenger set a jib and staysail, but, though the breeze here was light and the water smooth, Shamrock I held close astern, losing nothing from Netley to Calais. They hauled into the wind and reached along in a fresher breeze, the challenger leading by half a minute, passing the Spit light.

After clearing the Spit light, they reached off for a few minutes and the challenger drew away from the other fast and steadily. The boats bore away from Cowes, to take sailmaker Halsey on board. Both were then ranged in a line off the Squadron castle and the Erix gave signal for the start.

The challenger was well placed to windward, but apparently she desired to give the Shamrock I the advantage of the start, for the new boat was reached off across the stern of the other boat, and took up a position half a mile away from her.

In the course of half an hour she had drawn ahead and was wide under the lee bow of the challenger, she then threw around and failed to cross ahead of Shamrock I. Passing close astern of the old challenger, the Shamrock II was luffed up, and pointing wonderfully high and sailing fast for a few minutes, was able to pass the old boat wide to weather and bear away across her bows, a fact which gave ample proof that she was not pushed to her full strength.

Presently the Erix had gone ahead and stopped, forming a mark for the boats to round. The challenger might easily have been first, but she bore away and waited for the Shamrock I to round the mark, following two minutes later.

All the way down the Shamrocks had a good ten knot breeze and a strong tide, with little sea. Under these conditions Shamrock I was no match for the new challenger. Jib and topsail were set as the boats ran back to Cowes. All the way back they had a steady breeze, which fell lighter, and the boats were well set and the wind well astern. Going free in this manner the new yacht was quite unable to catch Shamrock I, and for five miles there was no change in their positions.

A big reaching race, in which the challenger, but even then Shamrock I held her distance, and at the finish the gap between them was the same as when they started.

NEW MAINSAIL FOR CHALLENGER. (Associated Press.) London, May 7 - Shamrock II lay at her moorings to-day to allow her crew to tinker her rigging, stretches by the trial sails, and all her running gear. The mainsail is not considered quite satisfactory, and Halsey has been ordered to supply another which will probably be used the next time the yachts go out.

Passengers. Per steamer Utopia from the Sound - W. Willmer, E. W. Powell, A. P. Burwell, J. A. Campbell, J. M. Goodman, P. Peterson, B. A. McArthur, Bert Kern, J. Kuna, W. Richards, Geo. O'Neil, Mrs. Lamberton, E. H. Collins, W. Carmichael, P. R. Beatty, Mrs. Thompson, Miss Thompson, Capt. Albert, Mrs. Perry, Mrs. Preuborn, Miss Mills, C. C. Cherry, H. W. Bryant, F. C. Elliott, G. Dixon, J. Evans, E. Chambers, E. Hill, H. Greenway, W. Smith, J. Phillips, N. P. Lilly, F. Goslay, G. Fisher, Miss J. Fisher, Miss A. Fisher, A. Krumboltz, O. Schwartz, Mrs. Schwartz, Mrs. Medow, J. Phelps, S. Solomon, S. Bennett, Miss Bennett, J. Hess, M. Kelly, P. McConnell, A. Schryvers, Miss Thompson, Mrs. E. Fagan, D. H. Fretts, V. S. Hardie.

G. D. Blich, A. B. Chapin, Geo. O'Connor and wife, Miss Hudsbeth, Miss Rodgers, Mrs. Therriault, Miss Therriault, Mrs. Mason, Wm. Lindley, Mrs. Lindley, Mrs. Deering, Mrs. Deering, M. McNaughton, Mrs. Gline, Mrs. Scott, Miss Soreby, Mrs. McNaughton, Miss Hines, Ben Pettigrew, J. C. Hayden and wife, Mrs. Hayden, Jno. Burk, H. W. Lee, C. Benzelart, C. Johnson, F. N. Dell.

CONSIGNEES. Per steamer North Pacific from the Sound - Capt. Glass, J. Barnley, E. Maynard, Hall & Co., J. H. Baker, T. N. Hibben, Smith & Co.

Per steamer Rosalie from the Sound - Watson & McGregor, Leas & Leiser, B. Leiser & Co., E. Rasmussen, Hardie & Co., Berry & Stewart, F. B. Stewart & Co.

Per steamer Utopia from the Sound - S. Leiser & Co., M. W. Walt & Co., A. Margison, J. H. Good, Rev. W. Bolton, J. A. Pyles, W. J. Armstrong.

TIDE TABLE. Victoria, B. C., May, 1901.

Table with columns: Day, High Water, Low Water, and sub-columns for time and height in feet and meters.

The Time used is Pacific Standard, for the 120th meridian West. It is counted from 0 to 24 hours, from midnight to midnight.

CASTORIA For Infants and Children.

People who live beyond their means and are very tardy in paying their debts have been blacklisted in Vienna by a daring publisher. A book containing their names has met with a big sale.

Sleeplessness Nervousness Tiredness Weakness Dizziness Restlessness Forgetfulness

These are all caused by the weakened condition of the nervous system. If you are troubled with any of the above we strongly advise you to give Milburn's Heart and Nerve Pills a trial as this is what they are indicated for. Read what the following people have to say:

Murray Harbor South, P.E.I., Oct. 4, 1900. MESSRS. THE T. MILBURN CO., LIMITED, Toronto, Ont. "Some time ago I was weak, nervous and run down, and seeing Milburn's Pills advertised I procured two boxes, and after taking them I was cured."

Nile, Ont., Dec. 2nd, 1900. "When I first started taking Milburn's Heart and Nerve Pills, I was very weak and nervous, and would often wake up with fright, and it would be impossible for me to go to sleep again for some time."

Blancie, N.S., Oct. 9th, 1900. "I was very nervous and easily excited by the least little thing. I took one box of your Milburn's Pills, and found them just what they are recommended to be for nervousness."

VICTORIA UNDERTAKING PARLORS

First-class rooms, with use of fire-proof vault, to rent in Old Post Office building, Government street. Rooms will be cleaned to suit tenants. Apply - Public Works Office, New Post Office.

Advertisement for 'CURE YOURSELF!' featuring 'GRIPPE'S MENTHOL LIME' and 'SCIENTIFIC AMERICAN' logo.

Seal Brand Coffee

(1 lb. and 2 lb. cans.) is selected from the very highest grades grown. It is HIGH GRADE PURITY - its fragrance proclaims its excellence.

ALL GOOD GROCERS. CHASE & SANBORN, MONTREAL AND BOSTON.

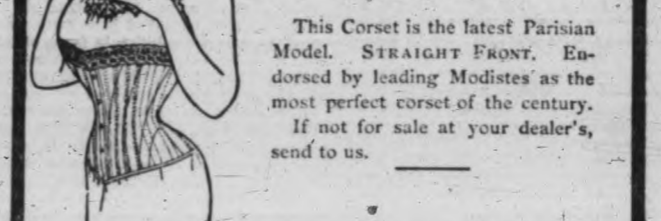
READ THIS FIRST. \$9,000 WORTH OF GOODS

Must Be Sold at Any Price! Consisting of Watches, Jewelry, Notions, etc. Ladies' Corsets, Capses, Dress Goods, Top and Underskirts, Blouses, Wrappers, Vests, Socks and Stockings, Tablecloths, Towels, Men's Top and Undershirts, Suspensives, Neckties, Lace Curtains and Embroideries. Special this week: Summer Capses, from 75c. to \$2.00.

SYRIAN STORE, 97 Douglas St.

The Latest Figure D. & A. Straight Front MILITARY FORM.

This Corset is the latest Parisian Model. STRAIGHT FRONT. Endorsed by leading Modistes as the most perfect corset of the century. If not for sale at your dealer's, send to us.



D. & A., No. 345 Dominion Corset Mfg. Co. Quebec Montreal Toronto

Notice TO OWNERS OF DOGS

Any person allowing any dog in his custody for the time being to enter any of the lakes or upon any of the flower beds or gardens in Beacon Hill Park, will be dealt with summarily, according to the "Parks By-Law."

TENDERS RE ESTATE OF GREGORY MODESTI, DECEASED.

Tenders will be received by the undersigned until noon on Saturday, the 11th instant, for the purchase of the estate of Gregory Modesti, deceased.

F. R. STEWART & CO., WHOLESALE FRUIT AND PROVISION MERCHANTS

50 YEARS' EXPERIENCE PATENTS TRADE MARK DESIGNS COPYRIGHTS &c.

Scientific American. A handsomely illustrated weekly. Largest circulation of any scientific journal.

B. G. Permanent Loan and Savings Co. Over One Hundred Thousand Dollars. At a meeting of the Directors of the B. G. Permanent Loan & Savings Company, held at the Head Office, 221 Gable street, Vancouver, B. C., on Thursday, the 2nd inst., eleven loans were granted, amounting to \$12,200, making a grand total of \$100,000 granted in less than ten weeks.

NOTICE RESERVATION OF WATER.

Notice is hereby given that all the unreserved water in every river, stream or lake, situated within the belt lying between the 49th and the 55th parallels of North latitude, and extending easterly for a distance of one hundred (100) miles from the nearest coast, is hereby reserved for the purpose of making provision for supplying power for operating pulp mills, or for other industrial purposes.

The water so reserved may be acquired from the Crown under authority of the "Water Classes, Consolidation Act" by any specially incorporated company, for use for the purposes above mentioned, upon such company showing to the satisfaction of the Lieutenant-Governor in Council that it is financially and in other respects well qualified to establish and carry on the operation of an industrial enterprise of a beneficial nature, and subject to such regulations and conditions as the Lieutenant-Governor in Council may direct.

Victoria Water Works.

Attention is called to Sections 22 and 23 of The Waterworks Regulation By-Law, 1900, No. 245, which reads as follows: No person shall sprinkle or use in any manner whatsoever the water supplied by the city upon lawns, gardens, or playing grounds of any description, except between the hours of 5 and 10 o'clock in the morning and the hours of 5 and 10 o'clock in the evening, unless the water so used shall be supplied by meter.

IN THE SUPREME COURT OF BRITISH COLUMBIA. IN PROBATE.

Louis Vigelinis, of 105 Government street, in the City of Victoria, British Columbia, barber, duly executed his will in or about the month of July, 1900, at the presence of his solicitor, Mr. H. B. W. Alkman, of the firm of Messrs. Drake, Jackson & Heintzen, and a clerk of the said firm named Louis Vigelinis, the said will being in and to the effect that he devised and bequeathed all his real and personal estate to his wife, Mrs. Vigelinis, and the said will was duly proved and admitted to probate on the 11th day of December, 1900, at Los Angeles, California, U. S. A. The said will was witnessed by his solicitor to the testator a few days after his execution to flow, as he stated, his mind was sound, and the said will is now found, and it is believed to have been lost or destroyed during his lifetime without his consent or knowledge, or destroyed after his death.

The Vancouver Island Building Society

A special general meeting of the members of the Vancouver Island Building Society is hereby convened to be held on Thursday, the 17th inst. at 8 o'clock in the evening, at the City Hall, Broad street, at 8 o'clock in the evening, when the following special business will be transacted: The appointment of a new secretary in the place of Mr. Ben Williams, who has resigned, and such further resolutions as may be rendered necessary by such resignation.

NOTICE. Notice is hereby given that Joshua Holland, of number 268 Dallas road, in the City of Victoria, B. C., has by deed dated the 2nd day of May, 1901, assigned to the said Robert Colbourne, of Robert Colbourne street, in the City of Vancouver, B. C., all his real and personal property to the said Robert Colbourne, in trust, for the purpose of paying and satisfying all the debts and liabilities of the said Joshua Holland, and the said trustee has undertaken the trusts created by the said deed.

NOTICE OF PROTEST. Notice is hereby given that protest of the German ship "Roland" Meyer, master, now lying in Esquimalt harbor, will be extended on board of the said vessel on Wednesday, May 7th, at 3 p. m.

The Consul of the German Empire. C. LOEWENBERG. NOTICE. Notice is hereby given that I, William Field, of the City of Victoria, intend to apply at the next sitting of the Board of Licensing Commissioners as a Licensing Court, for a transfer of the license held by me to sell wines and liquors by retail on the premises known as the Commercial Hotel, corner of Douglas and Cormorant streets, in the City of Victoria, B. C., to Stephen White and Matthew H. McCabe. Dated at Victoria, B. C., this 6th day of May, 1901.

B.G. Stock Exchange, Ltd. CAPITAL, \$10,000.00. New York Stocks, Bonds, Grain and Cotton on Margin or for Delivery, Strictly Commission Correspondence: Downing, Hopkins & Co., Seattle; Henry Chew & Co., New York. TELEPHONE 222. 21 BROAD STREET, VICTORIA, B. C.

Guaranteed Perfect

A new line of Maroon Syringes - AND - Hot Water Bottles

John Cochran, CHEMIST, N. W. Cor. Yates and Douglas Sts.

PROVINCIAL PARLIAMENT.

(Continued from page 6.)

THIS MORNING'S SESSION.

Victoria, May 7th, 1901. The House resumed at 11.30 this morning.

The B. & N. Settlers' Rights.

Mr. McInnes moved: "Whereas certain persons who settled upon government lands located within the present Esquimalt & Nanaimo railway land belt, have been denied the coal under their lands; and

"Whereas these settlers have appealed to the Dominion and Provincial governments for redress; and

"Whereas the Dominion government in 1897 issued a commission to T. G. Rothwell, Esq., of Ottawa, to inquire fully into the matter, and the said T. G. Rothwell, after a full inquiry, at which all persons interested were represented, reported that the claims of the said settlers were just, and should be righted by the provincial government; and

"Whereas the provincial government issued a commission to Hon. Bill Harrison, J. R., in 1900, to inquire into the matter, and the said Hon. Bill Harrison, after inquiry into the matter, but without the aid of any counsel, reported against the claims of the settlers; and

"Whereas the claims of the said settlers are just, and the provincial government should forthwith issue to them crown grants to the coal and base minerals under their lands;

"Be it therefore resolved, That in the opinion of this House the government should take immediate steps to grant the said settlers their rights.

The speaker ruled the resolution out of order.

The Grand Forks Railway.

Mr. Green moved: "Whereas by an act of this legislature, being chapter 47 of 64 Victoria, the Hon. James Robert Stratton and his associates were constituted a body corporate and politic by the name of the 'Grand Forks and Kettle River Railway Company';

"And whereas the said company has deposited with the Minister of Finance the sum of five thousand dollars, the security required by the said act, and in good faith has otherwise complied with the provisions of said act;

"And whereas the said company is now applying for a Dominion charter, and in the opinion of this House such application should be in the interests of the province, be granted;

"Therefore be it resolved, That an humble address be presented to His Excellency the Governor-General of Canada that the said application be granted."

Hon. Mr. Turner asked that the resolution stand over.

Mr. Green said his only objection to its standing over was that the matter was likely to come up in the Dominion House to-day. The company had applied to this House first; and a rival company had made application direct to the Dominion House for a charter, which matter would come up in committee in the Dominion House to-day. He would like to see the company dealt with properly.

The Loan Bill.

Resuming the debate upon the Loan bill, Mr. McPhillips said that in his opinion the bill was an important one. The aid of \$4,000 a mile was not an exorbitant one compared with that in the other provinces. In Manitoba there was in 1898 given \$8,000 a mile by way of first mortgage bonds guaranteed by the government.

Mr. Curtis pointed out that the aid in Manitoba was simply a guarantee of the interest upon bonds.

Mr. McPhillips was opposed to certain provisions which were hampering in the bill. He was opposed to incorporating provisions which were of no effect and which were only intended to delude the public into the idea that they were getting concessions. While this was true, he was not opposed to the salient features of the bill.

He was in favor of the 2 per cent. provision, but the hampering clause of it being a first charge upon the earnings he was opposed to. It was of first importance that after getting a railroad it should be kept in active operation, which called for the working expenses being met first of all. It was such a hampering clause that it should be removed.

The clause which provides for the government in twenty years time acquiring the road at its actual cost was a hampering clause. It was unreasonable to expect that the shareholders in twenty years would derive a sufficient interest upon their investment. This he believed would hamper the company in dealing with capitalists.

He was also opposed to sub-sections as one which might be construed as an imputation upon the Dominion government. It was not in the interests of the Dominion that such action should be taken by the various provinces. Citing from the acts of the previous Federal government, he pointed out that the interests of the province had been conserved. The principle was wrong and was opposed to the best interests of the country.

The C. P. R. railway nor any other Dominion railway could not enter into this contract. A best company might enter into such a contract, yet there was the power given to the Dominion government to declare any road for the general good of Canada without a request from the railroad company. He would like to see such clauses struck out.

The question of rates was an important one. In the case of the White Pass & Yukon railroad, which was chartered by the Dominion, its rates were said by the officers of the road to be operated under the provincial government control. The rates charged by that company are said to be exorbitant, and yet that railroad says that their rates are under those allowed by the provincial tariff of rates, which were fixed by the government led by the leader of the opposition. He cited this to show that exorbitant rates might be charged even if the provincial government retained the power to fix rates. The matter of regulating rates really, he believed, lay with the Dominion, and might be well relegated to them as this province was well represented in the Dominion House. The rates fixed by the late government clearly showed that the province's interests had not been conserved by that government when they had the power. The division of jurisdiction in the matter of rates between the Dominion and the Province was undesirable. There must be only one power to settle the matter which must be the Federal. The question of an appeal from the Federal to the Provincial was absurd. The absurdity was enhanced when it was suggested that when we were giving \$4,000 a mile and the demand for \$8,000 a mile was being made upon the Dominion government that the Dominion was going to abrogate the right to the control of rates to the province. It was very doubtful if companies would build these railroads without Federal aid.

He could not wonder at the leader of the opposition falling in with provisions as they bore out the ideas which he had advanced. He hoped these were not inserted by the government in order to win the leader of the opposition to their side. He hoped the action of the one who stood up yesterday and asserted themselves as the loyal opposition. He lamented that the leader of the opposition divided his forces and abrogated his functions in voting with the government.

There should be nothing in the bill which embodied principles to which the electorate had recorded themselves as being opposed. The defeat of the leader of the opposition was owing to such a principle as this clause set forth and induced him to support this bill.

Continuing, the speaker said the desire of the leader of the opposition to be largely responsible for his defeat. But the opponent party in the House was returned on the general professed policy that liberal aid should be given to railways. But the bill offered a subsidy with one hand while withholding it with the other, inasmuch as the bill was headed down with provisions which made it impossible of acceptance. He was in favor of granting the \$4,000 a mile and striking out all the hampering clauses. These particular clauses were useless and embarrassing.

The provision that the contract should be ratified only by the legislature was very proper one. In making that agreement the government should be very careful what company received the contract. They should bear in mind that there was an overwhelming public sentiment in support of it being given to a line competitive to the C. P. R. While saying this, he could not be charged with hostility to that great Canadian enterprise. He did not consider that it was advisable that one road should have a monopoly of the carrying trade of the province.

If the government did contract with the C. P. R. they would have to consider at what cost, for public sentiment was unflinchingly against it. To make all the southern portion of British Columbia a preserve for one company was against the interests of the province. He was not afraid of Jim Hill forming a railway with the C. P. R. if he wanted to do so in spite of legislatures. To-day the C. P. R. stock was mounting up nominally because Jim Hill was purchasing its stock.

He had heard the voice of his constituents in the matter, and regretted very much that Mr. Hunt had taken occasion to say that the sentiment in the province was influenced by money. Was the attitude of the Victoria Board of Trade, the Victoria business men and ratepayers due to the influence of money? He resented such a slur on the people of the city and the province.

Mr. Curtis—What influences the government? Mr. McPhillips said he had confidence in the government and the Premier, and thought the latter was not influenced by connection with railways.

He asked what accounted for the strange position taken by members of the opposition? These hon. members would be asked to do uncertain why they had changed front. He had never heard of an opposition abdicating their functions simply because they were few in numbers. Had the Liberals of Britain fallen in with the Conservatives because they were few in number? In this instance, too, the opposition had abdicated their function gratuitously because the government was strong enough to carry their policy anyway. Yet the leader of the opposition, who had been heralded as a strong man politically, was ready to swallow his principles. He had the honor to be declared for no aid to railways and for government ownership. Now he endorsed aid to railways and abandoned the privilege of government ownership. (Loud applause.)

Mr. Martin said his hon. friend would not remain in ignorance or doubt regarding his position. Mr. McPhillips argued that the question before the House was aid to railways and building them at once. He opposed any aid to railways excepting where they would be useful to the country when built. The mere building of the railway was of no use at all especially if the line was to be a dead-end road, the object of which was to give low rates and quick communication with Kootenay. If they merely bonused the road and did not control the rates little advantage would result.

It would be little advantage to the province if the Dominion had a railway unless it was bound to do business with them on terms by which they could live. The country had suffered because of the failure of the Dominion government to impose conditions on the C. P. R. The railway would have to pay for per cent. on all bonds before any control of rates could be made by the government.

Apart from that there was absolutely nothing in the contract to protect the interests of the people. The policy of the Dominion government at that time was the very same as that advocated by

Mr. McPhillips, namely, to give the bonds out and out without any conditions. But he considered that unless the charters were surrounded by safeguards the granting of aid was worse than useless, because of the augmentation of debt it entailed.

He then compared the present bill with that of the C. P. R. Since the last charter was granted there had been one long struggle by the people of the West, and in spite of the support of the Conservative party at Ottawa that company was obliged to make some concession to the public.

He ridiculed Mr. McPhillips's praise of the Dominion government for its Crow's Nest bargain, in spite of the fact that it was full of the "hampering" clauses of which he complained. Any one who praised that charter must praise the much greater step taken by the present bill to protect the people's interests. With the exception of a bill passed by the Manitoba legislature in making a bargain with the Northern Pacific, he did not think there had ever been a bill introduced in Canada which went so far to carry out the principles for which he had always stood. The last speaker had expressed great horror at his (the speaker's) renunciation of his principles notwithstanding that a few minutes previously he had attacked the bill as an abrogation of his principles. He imagined that they must oppose all propositions coming from the government. He must then have opposed the Fisheries Bill, although it embodied the question of provincial rights for which he had always stood. (Mr. Martin) had opposed the non-confidence motion because it was a violation of his principles, and he imagined that they must oppose all propositions coming from the government. He must then have opposed the Fisheries Bill, although it embodied the question of provincial rights for which he had always stood.

What was the present position? There had been much discussion in the country, but he did not agree with Mr. Hunter when he said it had been brought about by the use of money or anything of that kind. It was undoubtedly due to the feeling that it was unfortunate that they should be placed at the mercy of a great corporation whose rates were excessive. The fault lay with the Dominion government, which had provided no safeguard in regard to rates. Yet the people had grown wiser now and said that the grant he made was a bargain.

There had occurred no intimation that there was a unanimous wish that the charter should go to the V. V. & E. He was aware that the company had spent a great deal of money in working up an agitation. Victoria had been foolish enough to pass a resolution in favor of the V. V. & E., but Vancouver had not, in spite of the teasing of his orators. The V. V. & E. had endeavored to use the sentiment in favor of lower rates for their own ends. He did not think that the people thought the C. P. R. were any worse than other companies, would be under the same circumstances.

With that sentiment he agreed. The people asked for a competitive line. But he did not think it was possible to get a line in competition to the C. P. R. without government ownership. He had long endeavored to view because any private owned company would sell out to the big corporation when it was to their interests to do so.

Mr. Curtis—It was not so at Rossland, nor all along the boundary. It is not true either of Manitoba, and you know it.

Mr. Martin said that was a little different, but it was true of Ontario, where people paid dearly to get competition with the C. P. R., but these lines had been absorbed by that line or the C. P. R. If the V. V. & E. were built it would only be a question of time, when the C. P. R. was ready to grant their terms, when it would be sold out to the C. P. R.

The Premier—That's so.

He (Mr. Martin) ridiculed the offer of the V. V. & E. to submit to any conditions which the legislature would impose to prevent their selling out to the C. P. R. They could easily do that knowing well that the legislature could do that.

There were only two courses to pursue. The first was to own the road, which was the best course.

Mr. Curtis—Why didn't you vote for it then?

Mr. Martin replied that he was not to be carried away by that resolution.

The other course was to make an arrangement with the dominant railway. He believed the government held that view. It was better to do that than to waste money to secure an impossibility.

Mr. Curtis—Do I understand that the leader of the opposition considers it a waste of money to secure competition against his friend, as it now appears, the C. P. R.?

Mr. Martin replied that no considerable portion of the people of Canada would believe that he was a friend of the C. P. R. He wanted to keep the cost down and the government evidently held the same view.

Mr. Curtis interjected that he had offered a resolution to keep down the cost even on lines which were not subsidized, and the government had opposed it.

Mr. Martin replied that he might have been mistaken as to the government's attitude, as people in this House sometimes held up their hands to a principle which in their hearts they were convinced was wrong.

Continuing, Mr. Martin said that the cost of the road would be enhanced by the sum which the promoters would exact finally in its sale to the C. P. R. Mackenzie & Mann had always been self-sacrificing patriots.

Mr. Curtis—What about the C. P. R.?

Mr. Martin, continuing, he believed that the only feasible plan was to make the best possible terms with the only railway which they should deal with in the matter—the C. P. R. The V. V. & E. was absolutely non-existent. There was no such company. A ridiculous opinion had been inserted in the correspondence re the V. V. & E. states which the author was so ashamed of that he declined to affix his name to it. The statement was there made that the C. P. R. was in the same position. With this view he concurred.

The speaker held that the time under which the company had to build had expired, and hence the provincial charter was void. The charter had been sold to Mackenzie & Mann, and another charter secured at Ottawa in which was inserted a clause permitting of the sale of the line to the C. P. R. The rest of the

statute was an attempt by the Dominion to amend the act of this parliament. It had been pointed out that the Dominion might at any time nullify a provincial charter by declaring a work to be one for the general advantage of Canada. But this statute declared that they not only nullified their legislation but, declared it still in force and amended by the Dominion House.

Mr. McPhillips pointed out that the Manitoba legislature at the present time were getting Dominion legislation adding to and taking from their powers in assuming the Northern Pacific.

Mr. Martin held they could not do so at all. There was no such thing as concurrent legislation in this subject.

The V. V. & E. would be quite safe, he held, in accepting any terms, because they had no corporate existence. The only thing they could do would be to put \$4,000 a mile into their pockets. The legislature should see that no money went into the pockets of promoters. Every dollar of the subsidy should go into the railway.

Mr. Curtis asked how it was that this \$4,000 would be saved in dealing with the C. P. R., but would be lost in dealing with any other company.

Mr. Martin replied that they did not want the road to cost more than necessary. To be given in opposition to the C. P. R. no money could be made without selling out to the C. P. R.

The C. P. R. was substantial and responsible, and if they didn't carry out their contract, the courts would force them to.

Mr. McPhillips—Didn't you sell out to the Northern Pacific in Manitoba?

Mr. Martin—Yes, at that; but we made no profit.

After recess Mr. Martin said he would show that the bill would go a long way toward giving relief, while suggesting a number of advisable changes.

The House then rose until 2.30.

WALL STREET.

(Associated Press.)

New York, May 7.—Speculative excitement continued this morning, and last night's irregularities here and that of this morning in London were swept away by the tide of buying orders. U. P. and N. P. were the features. U. P. showed a gain of over five points in London before the opening here, and the first sales here were of 25,000 shares at 128 to 127, compared with 124 1/2 last night. Northern Pacific ignored a loss of over a point in London, and opened up a quarter, advancing immediately afterwards an extreme three points. The Pacific, Grangers and Southwesterns all showed examples of gains of 1/2 to 2 1/2. Amongst the Readings and B. & O. Burlington advanced 2 1/2, and St. Paul, after opening up over a point, broke 2. Opening lists of Atchafalpa were of 10,000 shares at 87 1/2 to 86, compared with 82 1/2 last night. Canadian Pacific sold at 112 to 111, compared with 110 1/4 last night. Sugar was very buoyant, and ran up 3/8 in a few minutes. Realizing sales made inroads upon prices in the first few minutes, reactions running from 1/2 to 3/4 in the principal stocks outside of St. Paul.

The stock market opened buoyant: Amalgamated Copper, 123 1/2; Atchafalpa, 87 1/2; Burlington, 106 1/2; B. & O., 124 1/2; B. R. T., 84 1/2; C. & O., 50 1/2; Erie, 42; Louisville, 100 1/2; Man. & S. P., 127 1/2; B. L., 104 1/2; Reading, 45 1/2; do. 1st pd., 80; do. 2nd pd., 58; St. Paul, 107; Sugar, 140; Southern, 33 1/2; do. pd., 32 1/2; So. Pac., 56; Tob., 129; U. P., 128 to 127; U. S. Steel, 57 1/2; do. pd., 100 1/2; Cont. Tob., 121 1/2; Y. P., 98 1/2 to 99.

AGRICULTURAL ASSOCIATION.

Price Committee's Work About Completed—Board of Management to Meet To-morrow Evening.

The price committee of the Agricultural Association met last night. A very complete list of floral exhibitions was completed at the meeting. A special feature of the show will be the table decorations, in which class a medal will be competed for by amateurs. The price lists in nearly every department are complete now, with the exception of the drying and curing of commodities waiting for the Delany's Association to report upon that class of exhibits.

W. H. Bullock, of Salt Spring Island, was present at the meeting last night, and offered the use of his building to be used by the association if required.

The board of management will meet to-morrow evening, when full reports are expected from the various committees.

UMBRELLA REPAIRS.

Increased facilities for repairing and re-covering Umbrellas and Parasols

Parasol repairs of all kinds neatly executed. Latest samples for fancy covers just arrived. General repairing. Knives and scissors ground, saws sharpened, etc. Work called for and delivered promptly. Best work; lowest prices.

MARY HANNAH GARLAND, Victoria, B. C., May 6th, 1901.

At the Breakfast Table.

You Favor Digestion and Prolong Life By Using Malt Breakfast Food

Why use grain foods at breakfast that heat the blood, irritate the stomach and that seriously affect the organs of digestion?

When you use oatmeal, common cracked wheat, hominy and any of the host of poorly prepared breakfast foods, you are adding misery and sorrows of life by creating disordered digestion and stomach troubles.

Nature's true health food is Malt Breakfast Food, predigested, readily absorbed by the system, healthful and strength-giving. Malt Breakfast Food contains no indigestible starch constituents; it does not heat the blood, causes no irritation and prevents constipation. It is the only grain food that puts new life and vigor into the blood, that develops bone and muscle, that builds up life and brain. Its delicious flavor and palatableness make it the favorite breakfast food for old and young.

One 15 cent package makes from twenty-five to thirty meals. The most concentrated and most economical of all foods. All Grocers sell Malt Breakfast Food.

NATURE REVOLTS AGAINST HIGH LIVING and it has activities to it by adding to man's ailments the scourge of diabetes. Eminent medical men who recently proclaimed it a "no cure" disease, but South American Kidney Cure has knocked down their pet fancy and has proved itself a master of kidney disease in all its forms. Relief in 6 hours. Sold by Deau & Hickocks and Hall & Co.—110.

NOTICE TO CONTRACTORS.

IRONWORK, SALOONT BRIDGE, BELLA COOLA RIVER.

Sealed tenders, superscribed "Tender for Ironwork, Saloont Bridge, Bella Coola River," will be received by the undersigned up to 4 o'clock Saturday, the 15th day of May, for supplying cast and wrought iron to be used in the construction of the above bridge.

The general plan of the bridge, specifications, and full details of castings may be seen at the Lands and Works Office, Victoria, B. C., and at the office of the Provincial Engineer, Vancouver, B. C., on and after the 7th day of May, 1901.

Each tender must be accompanied by an accepted bank cheque or certificate of deposit made payable to the undersigned for an amount equal to ten per cent. of the amount of the tender, as security for the due fulfillment of the contract, which shall be forfeited if the party tendering declines to enter into contract when called upon to do so, or if he fails to complete the work contemplated by the contract.

The cheques of unsuccessful tenderers will be returned to them upon the execution of the contract.

Tenders will not be considered unless made out on the forms supplied and signed with the actual signature of the tenderer. The lowest or any tender not necessarily accepted.

W. S. GEORGE, Deputy Commissioner of Lands & Works, Victoria, B. C., 6th May, 1901.

MEET TO-NIGHT.

A meeting of the Victoria Yacht Club will be held this afternoon at 5 o'clock in the club rooms. The meeting has been called principally for the purpose of discussing the celebration races. A full attendance is requested.

City Auction Mart

73 Yates Street JONES, CRANE & CO. Auctioneers, Appraisers, Real Estate and Commission Agents.

AUCTION SALES

Tuesdays and Fridays. House Furniture Bought Outright for Cash. Residential Sales a Specialty. Will fill appointments in city or country. TEL. 234. Dominion Government Auctioneers.

"Victoria" Day Celebration

MEETINGS. Of the various sub-committees will be held as under in the Committee Room at City Hall.

City Hall

ON WEDNESDAY, MAY 8, AT 8 P. M. Illuminations and Decorations.

MEMBERS—Hon. J. H. Turner, H. D. Hume, Richard Hall, A. J. Duffin, Wm. Duffin, Thos. Harrison, Dr. Wm. George Jones, Capt. James, Capt. Charles George Snider, C. S. Baxter, Henry Salmon, David E. B. Martin, Chief Deputy, Thos. Watson and George Wilby.

ON THURSDAY, MAY 9, AT 8 P. M. Finance.

ON FRIDAY, MAY 10, AT 4 P. M. HERBERT CUTHBERT, Secretary.

NEW ADVERTISEMENTS.

WANTED—An elderly lady, as working housekeeper for a family of two. State references to R. H. A., this office.

A NEW YORK CORPORATION, established business, excellent facilities, has opened a branch office in Victoria, B. C., in business in this territory, to enable man with \$200 to invest with services; assured permanent income; instant and increasing; exceptional opportunity. Address—Chas. H. Hunt, Inc., 188 Broadway, New York.

TO "LET" Cottage, on Yates street; first-class condition and location. See at 247 Yates street.

GARD OF THANKS

The Ancient Order of United Workmen, the oldest and strongest Fraternal and Beneficial Order on this continent, is noted for its promptness in settling death claims. During the year—the average time between date of death and payment of claim was 12 days, and it is still maintaining its record.

To the Officers of the Ancient Order of United Workmen, Victoria, B. C.: Gentlemen—I desire to express my appreciation of your promptness in paying the two thousand dollars carried by my late husband in your order, and can heartily recommend it as a safe protection to the widows and orphans of his deceased members. Yours truly, MARY HANNAH GARLAND, Victoria, B. C., May 6th, 1901.

Umbrella Repairs

Increased facilities for repairing and re-covering Umbrellas and Parasols

Parasol repairs of all kinds neatly executed. Latest samples for fancy covers just arrived. General repairing. Knives and scissors ground, saws sharpened, etc. Work called for and delivered promptly. Best work; lowest prices.

J. WAITES, 58 Fort St.

REAL ESTATE BARGAINS.

Lots on Foul Bay, facing water, \$40. Fernwood Road \$200. Craigflower Road \$175. Craigflower Road, 1/2 acre \$550. Lot and 6-roomed House, Chamber street \$1,300.

35 Fort Street.

MARRIED. DUNLOP-MARSHALL. Liliput, on April 29th, by Rev. J. H. Watson, Minister of the Gospel, Mrs. M. H. Marshall, nee Dunlop, and Miss Matilda Marshall, nee Cameron, both of Victoria.

PORTER—At his residence, Gorge road, on the 6th inst., Arthur Porter, a native of Sunderland, England, in the 70th year of his age. The funeral will take place on Thursday, May 9th, at 2 p. m., from the residence, and from St. John's church at 2:30 p. m. Friends will please accept this intimation.

TELEPHONES

HELLO! HELLO! HELLO! PARTY LINE TELEPHONES IN YOUR RESIDENCE, ONLY TWO DOLLARS PER MONTH.



The WRONG Way to Talk. The RIGHT Way to Talk. Party Line Telephones at reduced rates. Call up "Central No. 500" and ask for terms and districts. Perfect service. Terms so moderate as to be within reach of all. No installation charge, no advance payment.

Victoria & Esquimalt Telephone Co., Ltd.

Advertisement for Mackilligin's O. V. Scotch Whisky, W. A. Ward, Sole Agent, Bank of Montreal Bldg., Victoria, B. C.

Advertisement for B. H. Hurst & Co. Stock Brokers and Real Estate Agents, featuring Shawigan Lake Hotel as a Best Summer Resort on the Line of The E. & N. Ry.

Advertisement for NOBLE FIVE, featuring a list of stock quotations and a section titled 'GARD OF THANKS'.

Advertisement for G. KOENIG, featuring a list of stock quotations and a section titled 'Umbrella Repairs'.

Advertisement for THE HINTON ELECTRIC CO., LTD., 62 GOVERNMENT STREET, featuring J. R. NOOT.

Advertisement for Granite and Marble Works, 74 and 76 View St., featuring various stone and marble services.